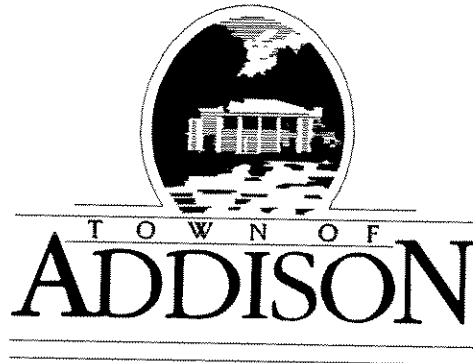


PLANS FOR REMOVAL, GRADING AND PAVING

ADDISON AIRPORT

ASPHALT PAVEMENT IMPROVEMENTS



RECORD DRAWING
Michael S. Hutchinson, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

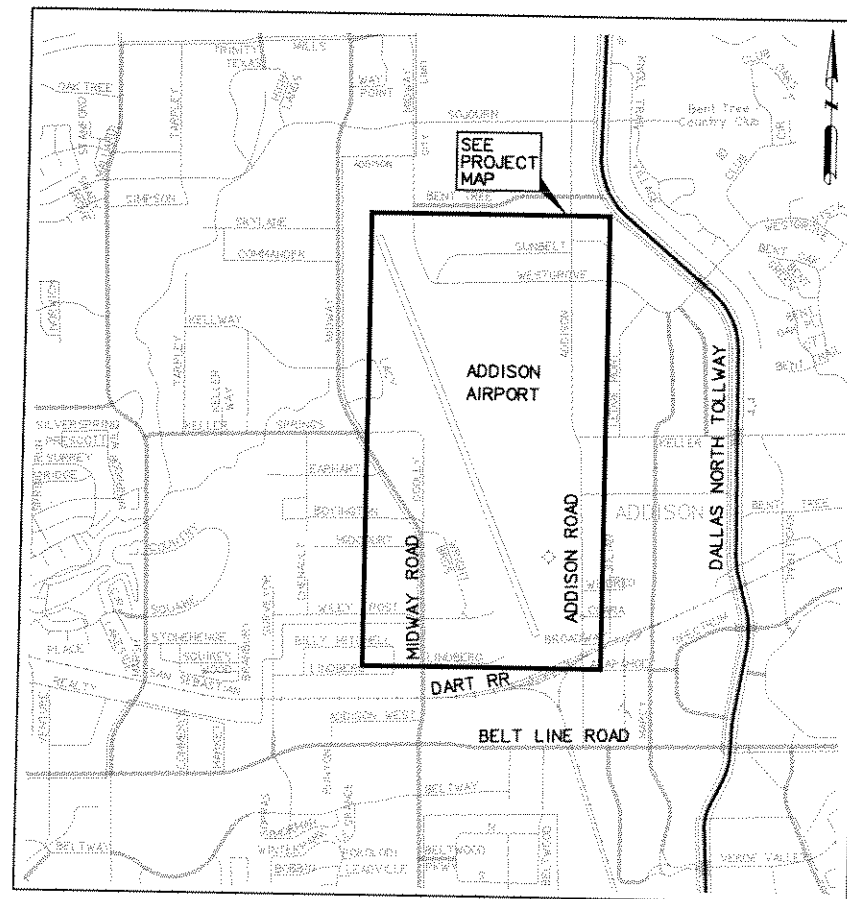
JOE CHOW
MAYOR

JIMMY NIEMANN GREGORY S. HIRSCH
MAYOR PRO TEMPORE DEPUTY MAYOR PRO TEMPORE

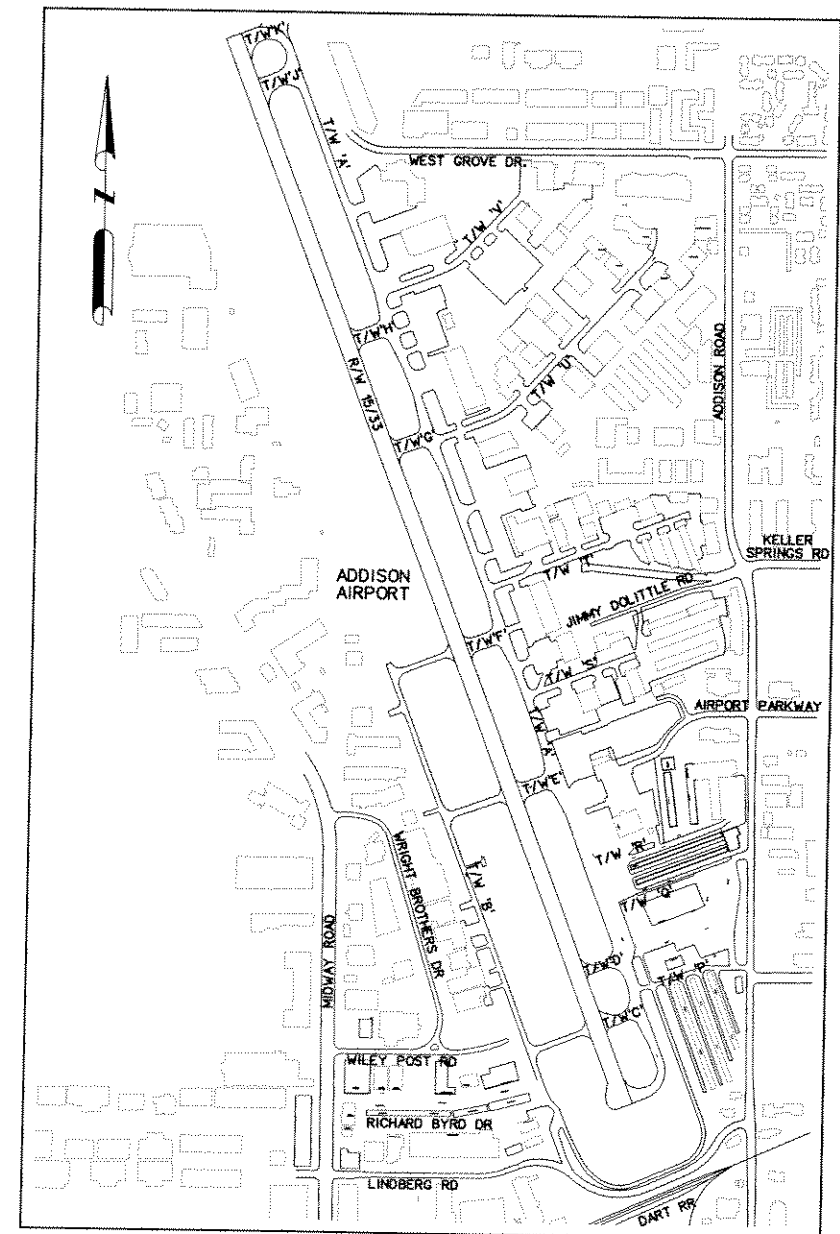
TOM BRAUN DIANE MALLORY
ROGER S. MELLOW DENNIS KRAFT
COUNCIL MEMBERS

RON WHITEHEAD
CITY MANAGER

NANCY CLINE, P.E.
DIRECTOR OF PUBLIC WORKS



LOCATION MAP
NOT TO SCALE



PROJECT MAP
NOT TO SCALE

OWNER:
 TOWN OF ADDISON
 DEPT. OF PUBLIC WORKS
 16801 WESTGROVE
 P.O. BOX 9010
 ADDISON, TX 75001-9010
 (972) 450-2871

ENGINEER:
 HNTB CORPORATION
 5910 W. PLANO PARKWAY, STE 200
 DALLAS, TX 75093
 (972) 661-5626

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| BASE BID (RICHARD BYRD NORTH, TAXIWAY "P", TAXIWAY "Q") | | | |
|---|--|------|--------|
| ITEM NO. | DESCRIPTION | UNIT | QTY. |
| 1 | MOBILIZATION | LS | 1 |
| 2 | MAINTENANCE OF TRAFFIC | LS | 1 |
| 3 | UNCLASSIFIED EXCAVATION | SY | 8,593 |
| 4 | SOLID YELLOW TAXIWAY CENTERLINE MARKING | LF | 7,670 |
| 5 | NON-MOVEMENT AREA MARKING | LF | 110 |
| 6 | DASHED TAXIWAY EDGE LINE | LF | 567 |
| 7 | CONTINUOUS TAXIWAY EDGE LINE MARKING | LF | 613 |
| 8 | PAVEMENT MILLING VARIABLE DEPTH | SY | 2,870 |
| 9 | 2" TYPE "D" HMAC (PG 76-22) | SY | 22,415 |
| 10 | 3" TYPE "D" HMAC (PG 76-22) | SY | 1,350 |
| 11 | 3" TYPE "B" HMAC | SY | 8,593 |
| 12 | 4" TYPE "D" HMAC (PG 76-22) | SY | 828 |
| 13 | FLEXIBLE BASE MATERIAL | CY | 2,149 |
| 14 | FULL DEPTH 10" TYPE "B" HMAC PAVEMENT REPAIR | SY | 398 |
| 15 | FABRIC UNDERSEAL | SY | 7,486 |
| 16 | 10" CEMENT TREATED BASE MATERIAL (ROAD MIXED) | SY | 8,374 |
| 17 | TACK COAT | GAL | 860 |
| 18 | PRIME COAT | GAL | 1,289 |
| 19 | PREPARATION AND IMPLEMENTATION OF SWPPP PER SPECIFICATIONS AND TCEQ REQUIREMENTS | LS | 1 |
| 20 | SW3P - INLET PROTECTION | EA | 4 |
| 21 | SILT FENCE | LF | 204 |
| 22 | COMPOST MULCH SOCK | LF | 194 |

| SHEET NO. | INDEX OF SHEETS |
|--------------------------|---------------------------------------|
| 2 | COVER SHEET / LOCATION MAP |
| 3 | SHEET INDEX / QUANTITIES |
| 4-6 | PROJECT LAYOUT / SURVEY CONTROL |
| | GENERAL NOTES |
| RICHARD BYRD DRIVE NORTH | |
| 7-9 | PHASING PLAN |
| 10-12 | REMOVAL PLANS |
| 13-15 | PAVING PLANS |
| 16-18 | GRADING PLANS |
| 19 | STORM WATER POLLUTION PREVENTION PLAN |
| TAXIWAY "Q" | |
| 20-22 | PAVING PLANS |
| TAXIWAY "R" | |
| 23 | PHASING PLAN |
| 24 | PAVING PLAN |
| 25 | STORM WATER POLLUTION PREVENTION PLAN |
| TAXIWAY "P" | |
| 26-29 | PHASING PLAN |
| 30-33 | PAVING PLANS |
| 34 | STORM WATER POLLUTION PREVENTION PLAN |
| 35-36 | MISCELLANEOUS DETAILS |
| 37 | STORMWATER POLLUTION PREVENTION NOTES |

| ALTERNATE BID (TAXIWAY "R") | | | |
|-----------------------------|--|------|-------|
| ITEM NO. | DESCRIPTION | UNIT | QTY. |
| ALT 1 | SOLID YELLOW TAXIWAY CENTERLINE MARKING | LF | 861 |
| ALT 2 | PAVEMENT MILLING VARIABLE DEPTH | SY | 725 |
| ALT 3 | 2" TYPE "D" HMAC (PG 76-22) | SY | 7,264 |
| ALT 4 | FULL DEPTH 10" TYPE "B" HMAC PAVEMENT REPAIR | SY | 1,090 |
| ALT 5 | FABRIC UNDERSEAL | SY | 7,264 |
| ALT 6 | PREPARATION AND IMPLEMENTATION OF SWPPP PER SPECIFICATIONS AND TCEQ REQUIREMENTS | LS | 1 |
| ALT 7 | SW3P - INLET PROTECTION | EA | 2 |
| ALT 8 | SILT FENCE | LF | 353 |

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RECORD DRAWING
Michael A. Hutchins
 DATE: 09/16/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR/EL.

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN 2006
 SCALE:



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|---|--|---------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 2 OF 37 |
| SHEET INDEX / QUANTITIES | | |
| TOWN OF ADDISON, TEXAS | | 2 |



LEGEND

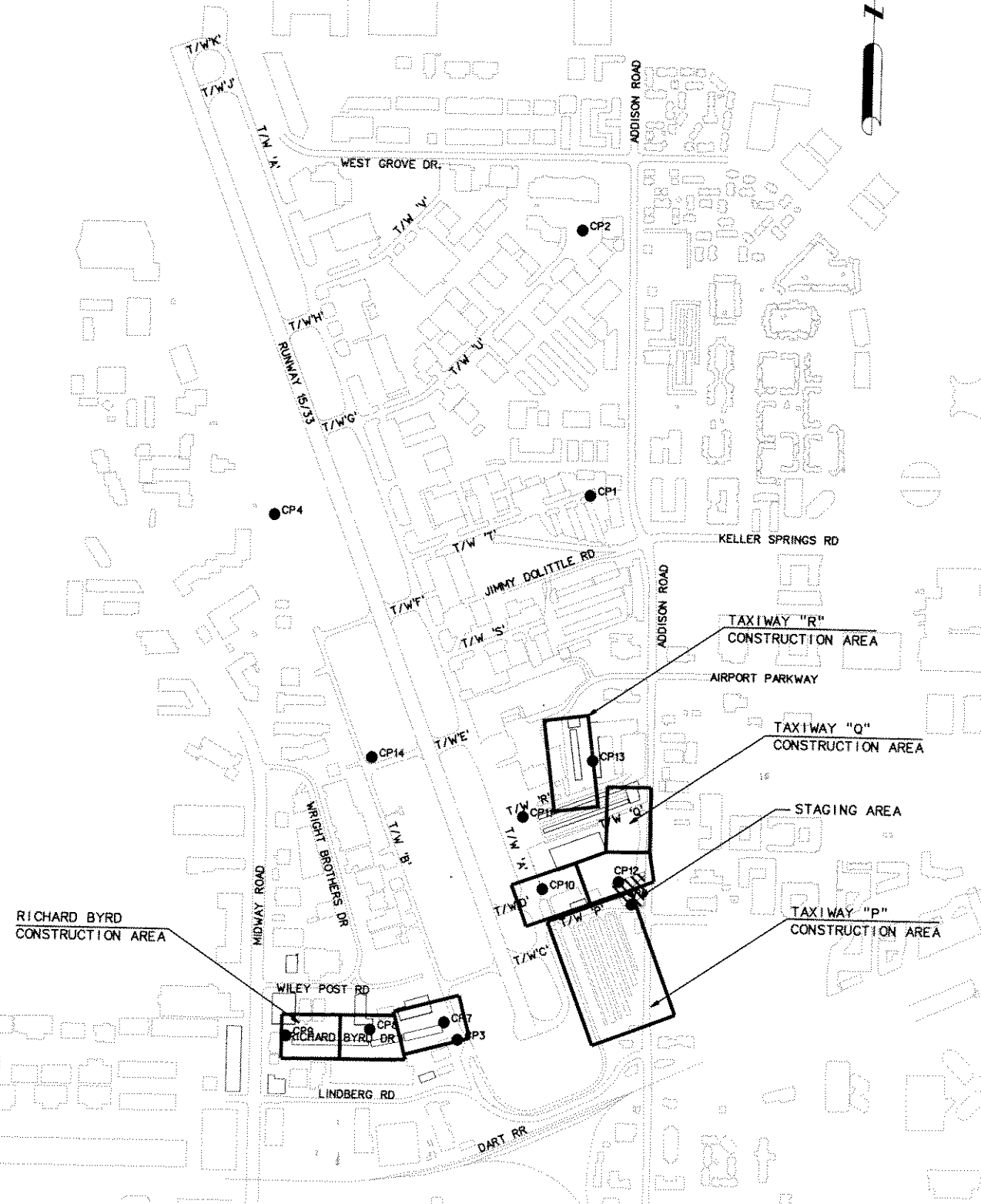
- CP# CONTROL POINT
(SEE GENERAL NOTES FOR DETAILS)
- WORKING AREA
- ▨ STAGING AREA

NOTES:

1. THE CONTRACTOR WILL NEED TO COORDINATE WITH ADDISON AIRPORT OPERATIONS THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR IS TO KEEP AIRPORT OPERATIONS UPDATED REGARDING THE SCHEDULE ON A WEEKLY BASIS. THE AIRPORT OPERATIONS WILL NEED 14 DAYS NOTICE BEFORE WORK CAN BEGIN ON THE NEXT PHASE OF THE PROJECT.
2. CONTRACTOR TO VERIFY THE LIMITS OF THE STAGING AREA WITH THE ADDISON AIRPORT AND PUBLIC WORKS INSPECTION PERSONNEL PRIOR TO BEGINNING WORK. ANY DAMAGE TO PAVEMENT OR OTHER AIRPORT FACILITIES IN THE STAGING AREA MUST BE REPAIRED AT THE CONTRACTORS EXPENSE. PAVEMENT REPAIR METHOD MUST BE APPROVED BY THE OWNER, AND SHALL FOLLOW THE FULL DEPTH ASPHALT SPOT REPAIR DETAIL IN THESE PLANS.
3. CONTROL MONUMENTS (NAD83, TEXAS NORTH CENTRAL - 4202)

HORIZONTAL AND VERTICAL CONTROL MONUMENTATION IS BASED ON SURVEY PROVIDED BY MORI ENGINEERING

| CP# | NORTH | EAST | ELEV | DESC. |
|-----|---------------|---------------|--------|------------|
| 1 | 7,039,689.078 | 2,480,245.682 | 638.30 | TP-AA-1 |
| 2 | 7,041,501.126 | 2,480,144.730 | 641.92 | TP-AA-2 |
| 3 | 7,035,957.986 | 2,479,444.822 | 632.41 | TP-AA-4 |
| 4 | 7,039,506.860 | 2,478,102.160 | 637.40 | TP-AA-5 |
| 5 | 7,043,848.691 | 2,477,497.499 | 652.26 | TP-AA-6 |
| 6 | 7,036,903.681 | 2,480,589.730 | 636.69 | TP-AA-7 |
| 7 | 7,036,071.187 | 2,479,350.630 | 633.99 | TP-SPK |
| 8 | 7,036,017.349 | 2,478,846.050 | 633.07 | TP-SPK |
| 9 | 7,035,965.251 | 2,478,276.722 | 631.37 | TP-SPK |
| 10 | 7,036,991.957 | 2,479,987.891 | 636.58 | TP-SPK-415 |
| 11 | 7,037,491.871 | 2,479,842.184 | 638.53 | TP-SPK-416 |
| 12 | 7,037,055.622 | 2,480,504.406 | 637.49 | TP-SPK |
| 13 | 7,037,887.924 | 2,480,304.682 | 640.52 | TP-SPK |
| 14 | 7,037,869.778 | 2,478,804.837 | 645.90 | TP-SHUB |



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RECORD DRAWING
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|--|-----------|-------------------|
| HNTB HNTB Corporation The HNTB Companies Engineers, Architects, Planners | | PROJECT NO. 41308 |
| DESIGN CHECK | DEC MAH | |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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|---|--|---------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 3 OF 37 |
| PROJECT LAYOUT/SURVEY CONTROL | | |
| TOWN OF ADDISON, TEXAS | | 2 |

CONSTRUCTION CONTROL NOTES

I. GENERAL REQUIREMENTS

- A. IN ACCEPTING THE CONTRACTOR'S BID ON THIS PROJECT, THE TOWN OF ADDISON ASSUMES THE CONTRACTOR IS, OR HAS BECOME PRIOR TO SUBMITTING HIS/HER BID, KNOWLEDGEABLE OF THE CONSTRUCTION REQUIREMENTS, RESTRICTIONS, METHODS, MEANS, AND GENERAL CONSIDERATIONS OF DOING CONSTRUCTION WORK ON AN ACTIVE AIRPORT. WHILE A CONSCIENTIOUS AND GOOD FAITH EFFORT HAS BEEN MADE TO INCLUDE ALL APPROPRIATE AND RELEVANT REQUIREMENTS IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR, AS A CONSIDERATION OF THIS CONTRACT, SHALL NOT USE A CLAIM OF LACK OF UNDERSTANDING OF THE COMPLEXITIES OF AIRPORT WORK AS A REASON TO CLAIM AGAINST THE TOWN OF ADDISON FOR ADDITIONAL TIME AND/OR COMPENSATION.
- B. THE GENERAL REQUIREMENTS PRESENTED IN THESE NOTES ARE SUPPLEMENTARY TO THOSE GIVEN IN THE VARIOUS SECTIONS OF THE SPECIFICATIONS. PARTICULAR ATTENTION IS DIRECTED TO THE TECHNICAL SPECIFICATIONS.
- C. THE CONTRACTOR AND HIS/HER STAFF, INCLUDING SUBCONSULTANTS, WHO WILL BE DRIVING IN THE AIRPORT OPERATIONS AREA (AOA) WILL BE REQUIRED TO ATTEND THE ADDISON AIRPORT DRIVING SCHOOL PRIOR TO CONSTRUCTION. THEY WILL ALSO BE REQUIRED TO ADHERE TO ALL RULES AND REGULATIONS PRESENTED IN THE DRIVING SCHOOL.
- D. THE OWNER SHALL BE THE INDIVIDUAL, PARTNERSHIP, FIRM OR CORPORATION AUTHORIZED BY THE OWNER (SPONSOR) TO BE RESPONSIBLE FOR SUPERVISION OF THE CONTRACT WORK.

II. SITE AVAILABILITY

- A. WORK AREAS WILL BE AVAILABLE TO THE CONTRACTOR AT THE TIME OF NOTICE TO PROCEED (NTP) AS DETAILED ON THE PROPOSED CONSTRUCTION SCHEDULE CONTAINED IN THESE DOCUMENTS AND WITHIN THE AVAILABLE CLOSURE PERIODS.
- B. RUNWAY 15/33 AND TAXIWAYS 'A' AND 'B' MUST BE OPENED FOR AIR TRAFFIC ARRIVALS/DEPARTURES EACH WEEK DAY MORNING AND EVENING. THE AVAILABLE TIME PERIOD EACH DAY FOR CONSTRUCTION ACTIVITIES DURING A TAXIWAY CLOSURE SHALL BE SET FROM 10:00 P.M. UNTIL 6:00 A.M. TYPICALLY THE OTHER TAXIWAYS WILL BE AVAILABLE TO THE CONTRACTOR DURING NORMAL BUSINESS HOURS.
- C. DUE TO WEATHER, WIND DIRECTION OR EMERGENCIES THE CONTRACTOR MAY BE DELAYED, RE-DIRECTED TO ANOTHER AREA OR SHUT DOWN.
- D. ALTHOUGH NOT ANTICIPATED FOR THIS PROJECT, FOR THE CONTRACTOR TO OPERATE WITHIN 250 FEET OF THE CENTERLINE OF ANY RUNWAY, THE RUNWAY MUST BE CLOSED BY AIR TRAFFIC CONTROL TOWER (ATCT). ALL RUNWAY CLOSURES SHALL BE CONDUCTED BY AIRPORT PERSONNEL. A RUNWAY CLOSURE REQUIRES A 24-HOUR NOTICE TO AIRPORT OPERATIONS.
- E. THE CONTRACTOR SHALL NOT ENTER THE AIRPORT OPERATIONS AREA (AOA) NOR LEAVE HIS DESIGNATED AOA WORK AREA WITHOUT AN ESCORT FROM AIRPORT OPERATIONS OR PERMISSION FROM OPERATIONS TO PERFORM HIS OWN ESCORT.

III. MAINTENANCE OF VEHICULAR TRAFFIC

A. VEHICULAR TRAFFIC

- 1. THE CONTRACTOR IS ADVISED THAT AIRPORT RUNWAY 15/33, AND ALL TAXIWAYS WILL BE ACTIVE DURING THIS CONTRACT. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT VEHICULAR FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT ACCESS TO THE AIRPORT VIA THE ROADWAY SYSTEM IS AN INTEGRAL PART OF THE WORK. ALL TRAFFIC MAINTENANCE SHALL BE DONE IN CONFORMANCE TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 2. ALL EXISTING ROADS OR PAVEMENTS USED AS ACCESS/HAUL ROADS SHALL BE MAINTAINED AND IMPROVED AS REQUIRED. THE ROAD OR PAVEMENT CONDITIONS WILL BE INSPECTED JOINTLY BY THE OWNER AND CONTRACTOR PRIOR TO AND AT THE END OF THE PROJECT. THE CONDITION OF THESE ROADS AND PAVEMENTS SHALL BE EQUAL OR BETTER THAN AT THE START OF THE PROJECT AS DETERMINED BY THE OWNER. MECHANICAL BROOMS WILL ALSO BE REQUIRED FOR THESE EXISTING PAVEMENT ACCESS ROADS AT ALL TIMES.

B. AIRCRAFT TRAFFIC

- 1. AOA NIGHT WORK SHALL BE DEFINED AS 10 P.M. TO 6 A.M. CONTRACTOR SHALL BEGIN CLEAN UP OPERATIONS NO LATER THAN 5:30 A.M. TO HAVE ALL AOA PAVEMENT OPEN NO LATER THAN 6:00 A.M.
- 2. AOA WEEKEND WORK SHALL BE DEFINED AS BEGINNING AT 9:00 A.M. SATURDAY AND MAY CONTINUE UNTIL 4:30 A.M. MONDAY.

IV. WORK WITHIN AIRPORT OPERATIONS AREA (AOA)

A. GENERAL REQUIREMENTS

ALL WORK TO BE PERFORMED WILL BE INSIDE OR ADJACENT TO THE AIRPORT OPERATIONS AREA (AOA). CONSEQUENTLY ALL WORK MUST BE PERFORMED SUCH THAT THE SECURITY OF THE AOA IS MAINTAINED.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ALL VEHICLE PASSES AND TEMPORARY PERSONNEL SECURITY BADGES TO SATISFY ALL AIRPORT SECURITY REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN THE AOA.

IN ADDITION, THE CONTRACTOR IS ADVISED THAT CERTAIN RULES AND RESTRICTIONS, AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2E AND AUGMENTED BY THESE PLANS AND SPECIFICATIONS, WILL APPLY TO THE WORK. THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL REQUIREMENTS APPLICABLE TO AIRPORT CONSTRUCTION AND COOPERATE WITH THE OWNER IN MAINTAINING A SAFE CONSTRUCTION SITE WHICH IS COMPATIBLE WITH AIRCRAFT AND AIRPORT OPERATIONS.

THE CONTRACTOR'S ACCESS TO THE JOB SITE AND WITHIN THE AIRCRAFT OPERATIONS AREA (AOA), SHALL BE LIMITED THROUGH THE EXISTING SECURITY GATES. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN SECURITY AT THE GATES THROUGHOUT THE DURATION OF THE PROJECT. GATES SHALL BE MANNED BY A SECURITY GUARD AT ALL TIMES WHEN THE SECURITY OF THE AIRCRAFT OPERATIONS AREA (AOA) IS BREACHED. THE GUARD WILL BE TRAINED BY THE CONTRACTOR IN THE USE OF THE RADIOS AND THE SECURITY REQUIREMENTS OF THE AOA. WHEN THE GATE IS UNGUARDED FOR WHATEVER REASON OR LENGTH OF TIME, IT SHALL BE LOCKED WITH LOCKS PROVIDED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE CONTRACTOR WILL BE LIABLE FOR ANY FINES ISSUED BY THE FAA FOR SECURITY (OR OTHER) VIOLATIONS FOR WHICH IT IS CITED. AN ASSESSMENT OF \$1,000 MAY BE ASSESSED FOR EACH AND EVERY OCCURRENCE WHERE THE GATE IS LEFT UNGUARDED AND UNLOCKED.

CONTRACTOR SHALL SUBMIT HIS 3 WEEK ROLLING SCHEDULE FOR DAILY WORK AND CLOSURE OF THE AIRFIELD PAVEMENTS. THE SCHEDULE SHALL BE APPROVED BY THE OWNER AND AIRPORT OPERATIONS PRIOR TO START OF WORK. DUE TO WEATHER, WIND DIRECTION OR UNFORESEEN EMERGENCIES THE CONTRACTOR MAY BE REQUIRED TO PULL OFF ANY GIVEN AREA AT SHORT NOTICE. EFFORTS WILL BE MADE TO ALLOW WORK IN OTHER AREAS BUT WILL NOT BE GUARANTEED. IF THE CONTRACTOR IS NOT ALLOWED TO WORK IN ANOTHER AREA IT MAY BE COUNTED AS AN APPROVED DELAY DAY WITH NO OTHER COMPENSATION, ACCORDING TO THE OWNERS APPROVAL, AND WILL BE ADDED TO THE CONTRACT TIME.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS/HER OWN PROJECT OFFICE, TOILET FACILITIES AND OTHER NECESSARY BUILDINGS OR SHELTERS. THE AIRPORT SPONSOR WILL NOT PROVIDE ANY FACILITIES TO THE CONTRACTOR DURING CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT HIS/HER CONSTRUCTION WORK SCHEDULE WEEKLY TO THE OWNER PROJECTING UPCOMING WORK FOR THE NEXT THREE WEEKS. THE OWNER AND AIRPORT MANAGER SHALL REVIEW THIS PLAN WEEKLY WITH THE CONTRACTOR SO THAT EVERYONE IS AWARE OF UPCOMING CONSTRUCTION EVENTS.

THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEAN-UP OPERATIONS ON A DAILY BASIS.

THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SEQUENCE WITHOUT FIRST OBTAINING APPROVAL FROM THE OWNER. THE CONTRACTOR SHALL BRING IN HIS/HER EQUIPMENT AND SHALL KEEP THAT EQUIPMENT ON SITE FOR THE DURATION OF ITS FUNCTION.

THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.

NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR FINISHES WORK FOR THE DAY IN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW FOR SAFE PASSAGES BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING FACILITIES NOT DESIGNATED FOR RECONSTRUCTION OR REPLACEMENT AT HIS/HER OWN EXPENSE. DAMAGE TO EXISTING PAVEMENTS DUE TO MOVING OR USAGE OF HEAVY EQUIPMENT OR THE TRANSPORT OF MATERIALS TO OR ON THE SITE SHALL BE REPAIRED TO EQUAL OR BETTER QUALITY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE PRE-CONSTRUCTION MEETING AND PRIOR TO THE MOBILIZATION OF PERSONNEL AND EQUIPMENT. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF A VIDEO TAPE(S) AND A CD WITH A DIGITAL RECORDING OF THE SITE TO BOTH THE AIRPORT MANAGER AND THE OWNER. IN AREAS WHERE CONSTRUCTION EQUIPMENT CROSSES EXISTING PAVEMENTS, THE CONTRACTOR SHALL TAKE PICTURES OR VIDEO OF THE PAVEMENT PRIOR TO COMMENCING OPERATIONS. THE CONTRACTOR SHALL PROVIDE THE OWNER AND AIRPORT MANAGER WITH ONE COPY EACH OF THE PHOTOGRAPH OR VIDEO TAPE(S) OR CD TAKEN. THIS DOCUMENTATION SHALL BE USED TO DETERMINE THE AMOUNT OF DAMAGE, IF ANY, CAUSED TO THE PAVEMENTS AND OTHER STRUCTURES BY THE CONSTRUCTION EQUIPMENT CROSSINGS AND THE QUALITY OF CONSTRUCTION WHICH SHALL BE REQUIRED FOR THE REPAIRS. NO SEPARATE BID ITEM WILL BE SET UP FOR THIS ACTIVITY, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AREAS WILL NOT BE DAMAGED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE DONE TO UNDERGROUND CABLES ENCOUNTERED. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE AIRPORT MANAGER. ANY DAMAGE TO FAA CABLE OR OTHER UNDERGROUND CABLING OR FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH THE APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO AIRPORT MANAGER, AND THE OWNER.

ALL ABOVE GROUND AND GROUND LEVEL ELECTRICAL RELATED APPURTENANCES (I.E., RUNWAY LIGHTS, CABLE BOXES, CABLE AND/OR DUCT MARKERS, CONDUIT, ETC.) SHALL BE PROTECTED AT ALL TIMES. ANY DAMAGE DONE TO SAID APPURTENANCES BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY TO LIKE QUALITY AT THE CONTRACTOR'S EXPENSE. THE REPAIRS SHALL BE PERFORMED TO THE SATISFACTION OF THE AIRPORT MANAGER, AND THE OWNER.

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Michael A. Hutchinson, P.E.
 DATE: 09/15/2006
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HNTB
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 PROJECT NO. 41308
 DESIGN CHECK DEC MAH
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 DATE JAN. 2006
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 4 OF 37 |
| GENERAL NOTES | | |
| TOWN OF ADDISON, TEXAS | | 4 |

CONTRACTOR SHALL PROVIDE A MOTORIZED MECHANICAL SWEEPER, ALONG WITH A FOREIGN OBJECTS DAMAGE (FOD) PLAN, PRIOR TO BEGINNING WORK. THE FOD PLAN SHALL BE PRESENTED BY THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE FOD PLAN IS SUBJECT TO APPROVAL BY THE AIRPORT MANAGER.

CONSTRUCTION WORKERS WILL NOT BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE PREMISES. ALL CONSTRUCTION WORKERS SHALL LEAVE THE CONSTRUCTION SITE AND AIRPORT PROPERTY AT THE END OF THEIR WORK PERIOD.

ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

WORK CANNOT COMMENCE UNTIL:

- A). SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.
- B). ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.
- C). A NOTICE TO PROCEED HAS BEEN ISSUED BY THE TOWN OF ADDISON TO THE CONTRACTOR.

A COMPLETE PROJECT SCHEDULE SHALL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING AND PRESENTED BY THE CONTRACTOR TO THE MEETING ATTENDEES. RUNWAY SHUT-DOWN DATES MAY BE DETERMINED AT THE PRE-CONSTRUCTION MEETING, OR AT A LATER TIME, AS APPROVED BY THE AIRPORT MANAGER.

ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND APPROVAL 21-DAYS PRIOR TO COMMENCEMENT OF WORK. THREE-WEEK LOOK AHEAD SCHEDULES TO BE PROVIDED ON A WEEKLY BASIS AND ARE TO BE DETAILED VERSIONS OF THE PROJECT SCHEDULE. WEEKLY SCHEDULES ARE TO BE PRESENTED BY THE CONTRACTOR AT THE WEEKLY CONSTRUCTION MEETINGS.

INTERIM PROJECT SCHEDULES TO BE PROVIDED ON THE FIRST OF EACH MONTH AND INCLUDE ORIGINAL BASELINE. UPDATED TO CURRENT CONSTRUCTION ACTIVITY.

B. WORK ADJACENT TO AND ON RUNWAYS

THE CONTRACTOR SHALL:

1. NOT ALLOW ANY WORK TO BE UNDERTAKEN INSIDE OF, OR ANY PERSONNEL, EQUIPMENT, OR VEHICLES TO ENTER THE TAXIWAY OR RUNWAY RESTRICTED ZONE (OBJECT FREE AREA) WHILE ANY TAXIWAY OR RUNWAY IS "OPEN". THE RESTRICTED ZONE FOR TAXIWAY 'A' AND 'B' IS DEFINED AS THE AREA WITHIN 93- FEET OF THE TAXIWAY CENTERLINE. THE OWNER SHALL, WHEN REQUESTED BY THE CONTRACTOR AND WHEN IN CONFORMANCE TO THE APPROVED CONSTRUCTION SCHEDULE, ARRANGE FOR THE CLOSURE OF AFFECTED TAXIWAYS AND RUNWAYS. A MINIMUM OF 24 HOURS ADVANCE NOTICE IS REQUIRED TO SCHEDULE ANY AIRFIELD PAVEMENT CLOSURES.
2. BE RESPONSIBLE FOR PROVIDING ALL TEMPORARY LIGHTING AND OTHER SPECIAL EQUIPMENT THAT MAY BE NEEDED FOR NIGHTTIME CONSTRUCTION IF REQUESTED BY CONTRACTOR AND APPROVED BY THE OWNER. THE COST OF THIS EQUIPMENT SHALL BE INCLUDED IN THE GENERAL COST OF THE WORK, NO SEPARATE PAYMENT WILL BE MADE.

REQUEST THROUGH THE OWNER AND IN CONFORMANCE WITH THE PHASING PLANS THE CLOSURES OF ANY AIRFIELD PAVEMENTS. THE AIRPORT MANAGER, IN COOPERATION WITH THE FAA, WILL CLOSE THE TAXIWAYS AND RUNWAYS TO AIRCRAFT ACTIVITY TO ALLOW CONSTRUCTION ACTIVITY WITHIN THE RUNWAY/TAXIWAY RESTRICTION ZONE. THESE ZONES ARE DEFINED AS AN AREA WITHIN 250- FEET OF A RUNWAY CENTERLINE AND 93- FEET OF TAXIWAY 'A' AND 'B' CENTERLINE. THE CLOSURE PERIOD WILL BE SUBJECT TO THE FOLLOWING CRITERIA:

THE CLOSURE PERIODS WILL BE SCHEDULED IN GENERAL CONFORMANCE WITH THE PHASING PLANS. ADDITIONALLY, ANY RUNWAY CLOSURES IF APPLICABLE WILL BE DEPENDENT UPON THE WEATHER FORECAST; THE CONTRACTOR BEING FULLY MOBILIZED TO PURSUE THE WORK AT MAXIMUM EFFICIENCY (IN THE OWNER'S OPINION); AND ANY UNFORESEEN EMERGENCY WHICH, IN THE OWNER'S OPINION, MAKES THE CLOSURE UNFEASIBLE.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH ALL BARRIERS, BARRICADES, AND TAXIWAY/RUNWAY CLOSED SYMBOLS AS NECESSARY. THESE ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE PRICE BID FOR MOBILIZATION.

AT THE CONCLUSION OF ANY TAXIWAY CLOSURE, THE TAXIWAY SAFETY AREA AND ASSOCIATED NAVAID CRITICAL AREA SHALL BE RESTORED TO ORIGINAL ELEVATIONS AND GRADES. THE CONTRACTOR MAY NOT CONCLUDE ANY DAYS WORK AND REMOVE HIS FORCES FROM A WORK AREA WITHOUT RESTORING THE TAXIWAY OR EXISTING TAXIWAY TO OPERATIONAL STATUS.

V. STAGING AREAS - GENERAL REQUIREMENTS

- A. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE ACTUAL SIZE AND EXACT LOCATION WILL BE ESTABLISHED PRIOR TO CONSTRUCTION. THE FOLLOWING REQUIREMENTS WILL APPLY, HOWEVER:

IT IS NOT ANTICIPATED THAT THE AIRPORT'S OBSTRUCTION HEIGHT REQUIREMENTS, AS DEFINED IN FAA'S FAR PART 77, WILL RESTRICT THE CONTRACTOR'S ACTIVITIES IN THE STAGING AREA. IT IS REQUIRED, HOWEVER, THAT THIS ASSUMPTION BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER PRIOR TO BEGINNING WORK.

THE CONTRACTOR WILL BE REQUIRED TO OBSERVE ALL EXISTING TRAFFIC FLOW DIRECTIONS WHEN ENTERING AND LEAVING THE STAGING AREA. NO COUNTER FLOW WILL BE ALLOWED ANY TIME.

THE CONTRACTOR SHALL PROVIDE PROFESSIONALLY-MADE SIGNS INDICATING THE NAME OF THE CONTRACTOR AND A MESSAGE DIRECTING ALL MATERIALS DELIVERIES TO THE STAGING AREA.

VI. SCHEDULES

- A. THE WORK IN THIS CONTRACT HAS BEEN SEQUENCED IN A MANNER WHICH WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT OPERATION AND COMPLY WITH APPROPRIATE FAA SAFETY CRITERIA. THE CONTRACTOR'S DETAILED SCHEDULING OF HIS WORK MUST BE DONE WITHIN THE FRAMEWORK OF THE SPECIFIED SEQUENCE OF CONSTRUCTION AND THESE CONSTRUCTION CONTROL NOTES. FAILURE BY THE CONTRACTOR TO APPRECIATE AND UNDERSTAND THE COMPLEXITY OF THE WORK IN HIS SCHEDULING WILL NOT BE REASON FOR HIM/HER TO CLAIM FOR ADDITIONAL TIME AND/OR COMPENSATION.
- B. BECAUSE OF THE CIRCUMSTANCES OF THIS WORK, THE CONTRACTOR IS ADVISED THAT THE CONTRACT REQUIREMENTS FOR SCHEDULING OF THE WORK AND THE PENALTIES FOR FAILURE TO MAINTAIN AN APPROVED REALISTIC CONSTRUCTION SCHEDULE WILL BE STRICTLY ENFORCED. SHOULD THE CONTRACTOR FAIL TO MAINTAIN A CONSTRUCTION SCHEDULE THAT REASONABLY REFLECTS ACTUAL AND ANTICIPATED PROGRESS, ANY ADDITIONAL COSTS NECESSARY TO RESOLVE CONFLICTS WITH THE WORK THAT, IN THE OWNER'S OPINION, COULD HAVE OTHERWISE BEEN FORESEEN AND AVOIDED, WILL BE BORNE BY THE CONTRACTOR.

VII. DUST CONTROL

- A. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DUST CONTROL REQUIREMENTS OF THIS CONTRACT. THE OPERATION OF RUNWAYS, TAXIWAYS, AND ASSOCIATED NAVAIDS ARE ESPECIALLY SENSITIVE TO DUST. *THE ENGINEER RESERVES THE RIGHT TO STOP CONTRACTOR OPERATIONS, IF NECESSARY TO BRING DUST UNDER CONTROL.* THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL WITHIN THE CONSTRUCTION LIMITS AS WELL AS ALONG ANY ROADWAYS USED BY THE EQUIPMENT AND VEHICLES.
- B. WATER TRUCKS SHALL BE MAINTAINED AT ALL TIMES SUCH THAT THE ACCESS ROADS AND CONSTRUCTION AREAS CAN BE WETTED AS NECESSARY. THE CONTRACTOR SHALL BE PREPARED, AT NO EXTRA COST TO THE OWNER, TO USE ADDITIONAL WATER TRUCKS OR OTHER MEANS SHOULD IT BE NECESSARY TO MAINTAIN DUST TO AN ACCEPTABLE LEVEL. ALL WATER TRUCKS SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT. DUST CONTROL WILL BE STRICTLY ENFORCED.

VIII. LIQUIDATED DAMAGES

AN EXPLANATION OF THE DISINCENTIVES ASSOCIATED WITH THIS CONTRACT IS PROVIDED IN THE SPECIAL PROVISIONS.

IX. DEMOBILIZATION

CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE AS GOOD AS OR BETTER THAN THE CONDITIONS PRIOR TO STARTING WORK, IN ADDITION TO THE WORK ITEMS LISTED.

THE PROJECT AREA SHALL BE FREE OF ANY CONTRACTOR STOCKPILE MATERIALS UPON COMPLETION OF THE JOB UNLESS OTHERWISE DIRECTED BY THE OWNER.

UPON COMPLETION OF THE PROJECT, ALL OF THE HAUL ROUTES SHALL BE PROPERLY CLEANED TO PREVENT OBSTRUCTION AND/OR CAUSE INCONVENIENCE TO NORMAL REGULAR TRAFFIC. ALL TEMPORARY HAUL ROUTES SHALL BE REMOVED AND BROUGHT BACK TO ORIGINAL CONDITION OR BETTER.

ANY PROPERTIES BELONGING TO THE AIRPORT SHALL BE RETURNED TO THE AIRPORT OWNER.

PROPER DRAINAGE (NO LOCALIZED PONDING) SHALL BE MAINTAINED, PRIOR TO, DURING AND AFTER MOBILIZATION.

DEMOBILIZATION SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.

DEMOBILIZATION SHALL BE DONE IN A MANNER THAT WILL NOT CAUSE ANY INCONVENIENCE TO AIRPORT OPERATIONS.

ANY DAMAGE TO THE AIRPORT PROPERTIES DURING DEMOBILIZATION SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S OWN EXPENSE.

SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.

THE COST FOR DEMOBILIZATION SHALL BE CONSIDERED SUBSIDIARY TO BID ITEM FOR MOBILIZATION.

X. PHASING

- A. AREAS THAT WILL REQUIRE TENANT RELOCATION ARE AS FOLLOWS. CONTRACTOR CANNOT WORK IN MORE THAN ONE OF THESE AREAS AT ANY GIVEN TIME.
 - 1. RICHARD BYRD NORTH
 - 2. TAXIWAY "R"
 - 3. TAXIWAY "P"
- B. CONTRACTOR MAY WORK ON TAXIWAY "Q" AND EITHER RICHARD BYRD NORTH OR TAXIWAY "R" CONCURRENTLY.
- C. CONTRACTOR CANNOT WORK ON TAXIWAY "Q" AND TAXIWAY "P" CONCURRENTLY.
- D. CONTRACTOR CANNOT WORK ON RICHARD BYRD NORTH AND TAXIWAY "P" CONCURRENTLY.
- E. CONTRACTOR CANNOT WORK ON RICHARD BYRD NORTH AND TAXIWAY "R" CONCURRENTLY.
- F. CONTRACTOR CANNOT WORK ON TAXIWAY "P" AND TAXIWAY "R" CONCURRENTLY.

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RECORD DRAWING
Michael Hultman
 DATE: 09/16/2006
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 5 OF 37 |
| GENERAL NOTES | | |
| TOWN OF ADDISON, TEXAS | | 5 |

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS. ANY DEVIATION TO THE CONSTRUCTION SEQUENCING PLANS CONTAINED IN THESE PLANS MUST BE APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BEGIN CONSTRUCTION WITHIN FIVE (5) CALENDAR DAYS OF THE ISSUANCE OF THE NOTICE TO PROCEED AND GIVE NOTICE TO THE TOWN, IN WRITING, BEFORE WORK BEGINS ON THE PROJECT.
3. SUBGRADES SHALL BE PROOF ROLLED. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR PROOF ROLLING, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.
4. THE CONTRACTOR SHALL FURNISH, AT HIS OWN COST, THE FOLLOWING TESTING SERVICES BY A REPUTABLE INDEPENDENT TESTING LABORATORY APPROVED BY THE TOWN.
 - A. FIELD DENSITY TESTS OF EMBANKMENT, SUBGRADE, OR BASE PER NCTCOG ITEMS 203 AND 301, AND AT LOCATIONS SPECIFIED BY THE INSPECTOR.
 - B. PAVEMENT TESTING SHALL BE DONE ACCORDING TO DIVISION 300, ITEM 302, ASPHALT PAVEMENT OF THE NCTCOG STD. SPECS. FOURTH EDITION, OR AS OTHERWISE INDICATED IN THE PLANS AND SPECIFICATIONS.
5. THE CONTRACTOR SHALL ADJUST ALL VALVE BOXES, METER BOXES, MANHOLES, AND OTHER UTILITY STRUCTURES TO GRADE AS NEEDED PRIOR TO AND AFTER APRON PAVING HAS BEEN COMPLETED.
6. EROSION CONTROL SHALL START WITH INITIAL CONSTRUCTION AND BE PRACTICED THROUGHOUT THE PROJECT. CONTRACTOR IS RESPONSIBLE FOR THE SW3P PORTION OF THE PROJECT INCLUDING THE N.O.I. INSPECTIONS, AND N.O.T.
7. THE CONTRACTOR SHALL MAINTAIN/REPAIR EXISTING IRRIGATION SYSTEMS TO INSURE WATERING OCCURS ON PRIVATE LANDSCAPING, NO EXTRA PAY.
8. THE CONTRACTOR SHALL PAY EXTRA ATTENTION TO NCTCOG ITEM 504.4 "BACKFILL GENERAL REQUIREMENTS" OF THE NCTCOG SPECIFICATIONS. ALL TRENCHES WILL BE BACKFILLED WITH PROPER CARE AND ANY SETTLEMENT WILL BE REMEDIED IN A TIMELY FASHION.
9. CONTRACTOR SHALL KEEP PROJECT SITE CLEAN AND ORDERLY. IT WILL BE UNACCEPTABLE TO ALLOW TRASH TO BLOW ONTO ADJACENT PROPERTIES. STRICT ATTENTION WILL BE PAID TO THIS ITEM. IF CONTRACTOR FAILS TO ADHERE TO THIS STIPULATION, OWNER RESERVES THE RIGHT TO STOP WORK UNTIL TRASH IS CLEANED UP. THIS STOPPAGE OF WORK WILL NOT EXTEND THE ORIGINAL CONTRACT TIME.
10. DUST CONTROL WILL BE STRICTLY ENFORCED AT ALL TIMES THROUGHOUT CONSTRUCTION. WATER TRUCKS MAY BE NECESSARY TO ADEQUATELY ADDRESS THE ISSUE OF DUST CONTROL. NO SEPARATE PAY ITEM WILL BE SET UP FOR THIS ACTIVITY.

UTILITY CONTACTS

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OR HER OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

CONTRACTOR SHALL CONTACT THE TOWN OF ADDISON (972-450-2879) AND 1-800-DIG-TESS (344-8377) PRIOR TO ANY EXCAVATION.

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS AND THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENT (NCTCOG) STANDARDS 4TH EDITION AND SPECIFICATIONS, EXCEPT AS NOTED. IN THE EVENT OF A CONFLICT, THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS SHALL GOVERN.
2. FOR ANY STREET WORK THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUBLIC SAFETY DURING CONSTRUCTION AND WILL PROVIDE THE NECESSARY TRAFFIC BARRICADES AND WARNING SIGNAGE TO PROTECT THE CONSTRUCTION SITE. ALL BARRICADES, WARNING SIGNS, LIGHTS, DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF TRAFFIC AND PEDESTRIANS MUST CONFORM TO THE 2003 TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AS CURRENTLY AMENDED, BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
3. NO PERSON SHALL OPEN, TURN OFF, INTERFERE WITH, ATTACH ANY PIPE OR HOSE TO OR TAP ANY WATER MAIN BELONGING TO THE TOWN UNLESS DULY AUTHORIZED TO DO SO BY THE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT. ARRANGEMENTS FOR CONSTRUCTION WATER SHALL BE MADE THROUGH CITY OF ADDISON PUBLIC WORKS DEPARTMENT.
4. CONTRACTOR SHALL MAINTAIN ADEQUATE SANITARY FACILITIES FOR USE BY WORKERS THROUGHOUT CONSTRUCTION.
5. NO TRAFFIC SIGNS ARE TO BE RELOCATED OR REMOVED WITHOUT PRIOR APPROVAL OF THE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT.
6. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING FACILITIES RESULTING FROM CONSTRUCTION WORK SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
7. THESE PLANS DO NOT EXTEND TO OR INCLUDE DESIGNS OR SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR ITS EMPLOYEES, AGENT OR REPRESENTATIVES IN PERFORMANCE OF THE WORK. THE SEAL OF HNTB CORPORATION ENGINEERS, INC. REGISTERED PROFESSIONAL ENGINEER(S) HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED IN THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS, INCLUDING THE PLANS AND SPECIFICATIONS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE PLANS OF RECORD. REDLINE SET TO BE TURNED OVER TO THE TOWN AFTER PROJECT COMPLETION.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE SITE DRAINAGE THROUGHOUT THE DURATION OF THIS PROJECT.
10. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS BEFORE CONSTRUCTION BEGINS. THIS INCLUDES STORMWATER POLLUTION PREVENTION PERMITS. ALL COSTS ASSOCIATED WITH PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
11. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THAT ELECTRIC POWER AND TELEPHONE POLES ARE NOT DISTURBED DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL KEEP EXCAVATED TRENCHES FREE OF GROUNDWATER DURING CONSTRUCTION. IF NECESSARY, THE CONTRACTOR SHALL UTILIZE DEWATERING IN ORDER TO CONTROL GROUNDWATER DURING CONSTRUCTION SUCH THAT IT DOES NOT AFFECT HIS CONSTRUCTION WORK. (NO SEPARATE PAY ITEM)
13. EXISTING FACILITIES ARE SHOWN IN APPROXIMATE LOCATIONS PER INFORMATION AND RECORDS AVAILABLE. CONTRACTOR SHALL UNCOVER AND VERIFY HORIZONTAL AND VERTICAL LOCATION OF EXISTING FACILITIES PRIOR TO CONSTRUCTION.

UTILITY COORDINATION

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.

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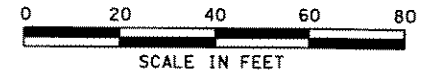
RECORD DRAWING
Michael A. Nustrom, P.E.
 DATE: 09/15/2006
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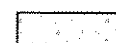
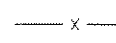
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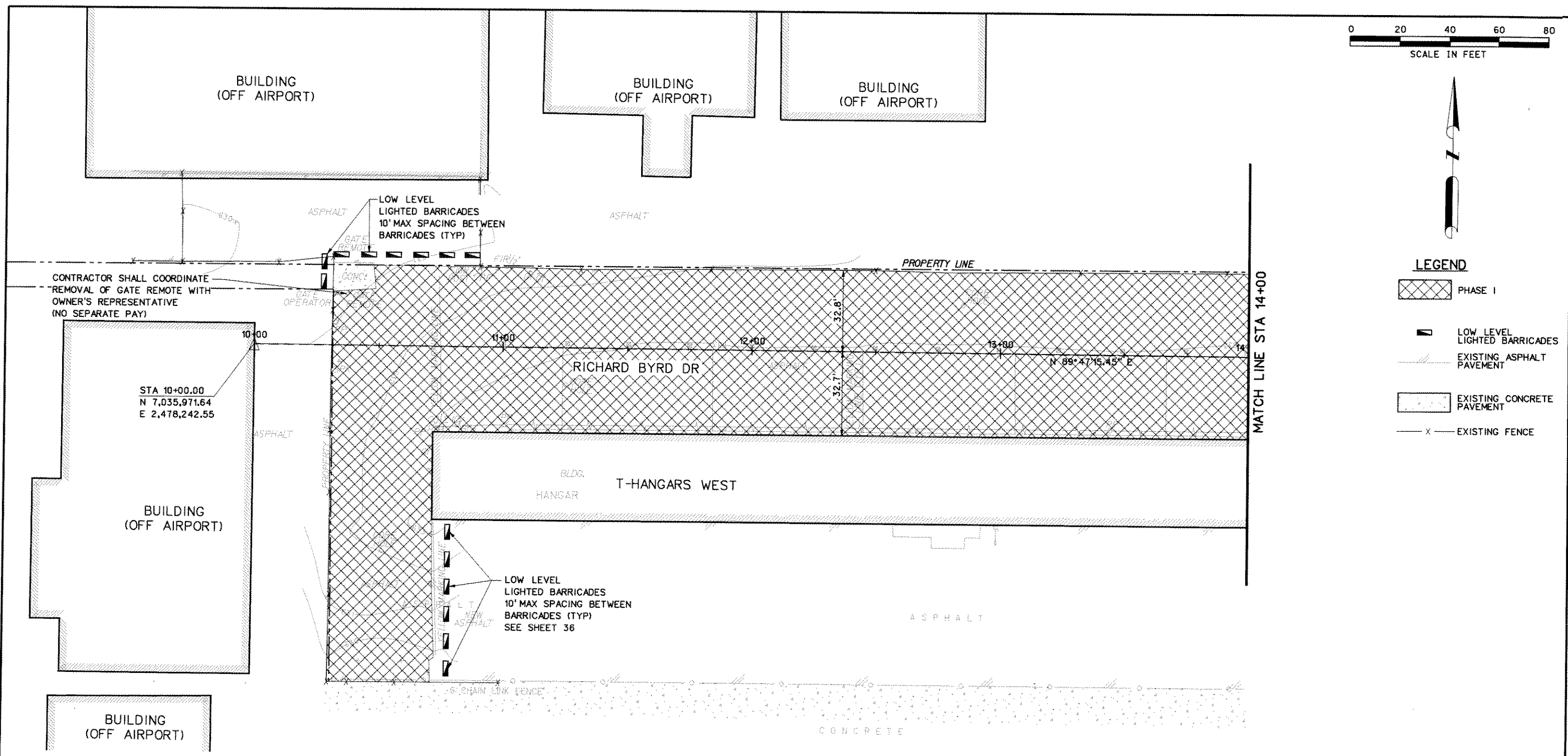


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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 6 OF 37 |
| GENERAL NOTES | | |
| TOWN OF ADDISON, TEXAS | | 6 |



LEGEND

-  PHASE I
-  LOW LEVEL LIGHTED BARRICADES
-  EXISTING ASPHALT PAVEMENT
-  EXISTING CONCRETE PAVEMENT
-  EXISTING FENCE



PHASING NOTES:

1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.
3. WORK IN PHASE I AND PHASE II MUST BE COMPLETED CONSECUTIVELY AND IN THE TIME FRAME AS DESCRIBED IN THE SPECIAL PROVISIONS UNDER THE "TIME ALLOTTED FOR COMPLETION" SECTION.
4. WORK IN PHASE II CANNOT BE STARTED UNTIL COMPLETION AND APPROVAL OF WORK IN PHASE I AND REMOVAL OF BARRICADES, AND RELOCATION OF AIRCRAFT.

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RECORD DRAWING
Michael A. Hutchinson, P.E.
 DATE: 09/15/2006
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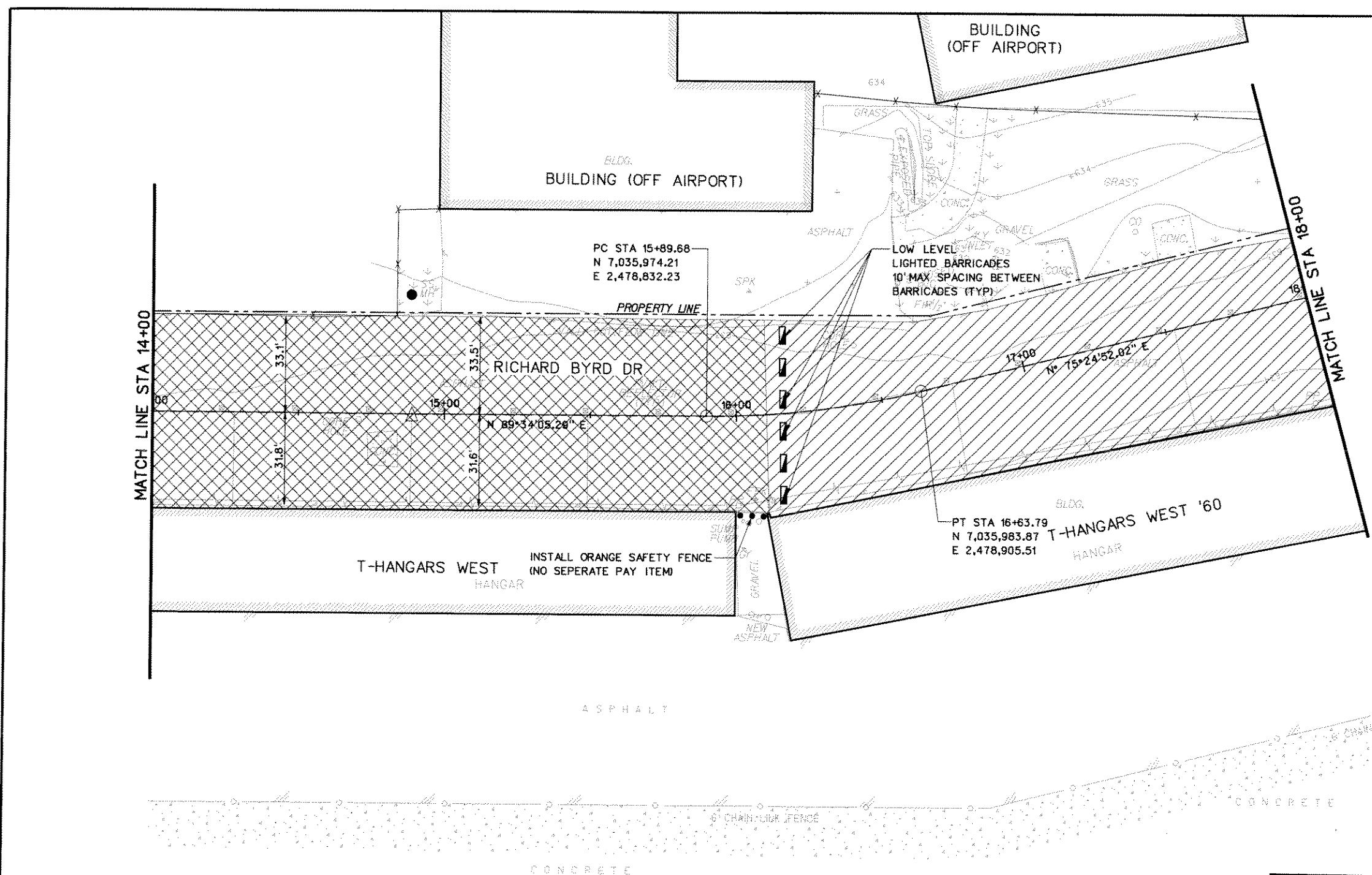
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 7 OF 37 |
| PHASING PLAN | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| BEGIN TO STA 14+00 | | |
| TOWN OF ADDISON, TEXAS | | 7 |



LEGEND

- PHASE I
- PHASE II
- GRASS
- LOW LEVEL LIGHTED BARRICADES
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING FENCE

RICHARD BYRD NORTH APRON WAS CONSTRUCTED IN 1 PHASE



PHASING NOTES:

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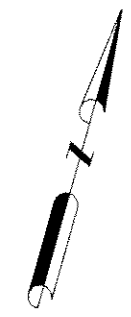
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RECORD DRAWING
Michael Hutchison, P.E.
 DATE: 04/15/2006
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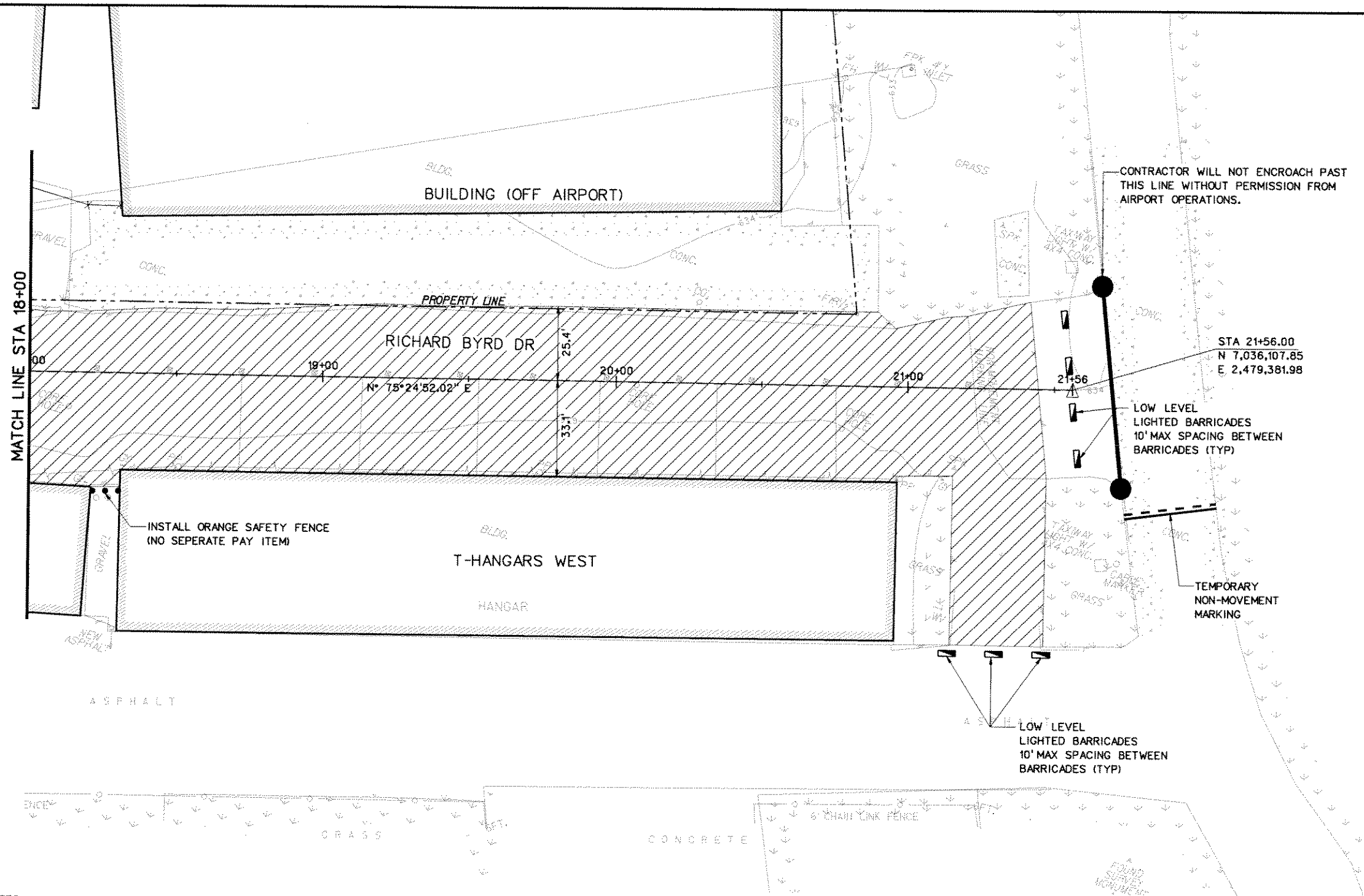


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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 8 OF 37 |
| PHASING PLAN | | |
| RICHARD BYRD DRIVE NORTH STA 14+00 TO STA 18+00 TOWN OF ADDISON, TEXAS | | RICHARD BYRD |
| | | 8 |



LEGEND

- PHASE I
- PHASE II
- GRASS
- LOW LEVEL LIGHTED BARRICADES
- 10' MAX SPACING BETWEEN BARRICADES (TYP)
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING FENCE



PHASING NOTES:

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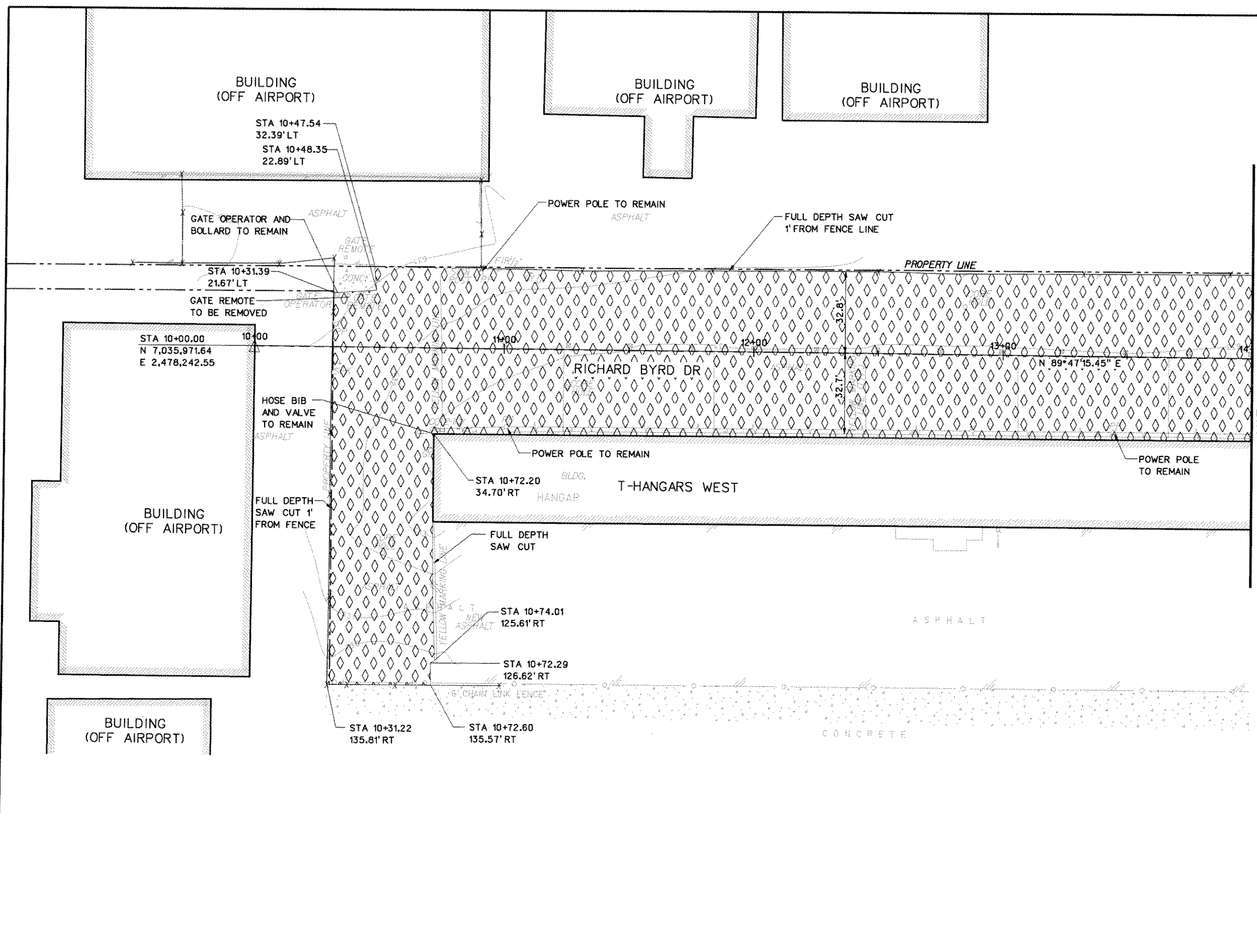
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RECORD DRAWING
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 9 OF 37 |
| PHASING PLAN | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| STA 18+00 TO END | | |
| TOWN OF ADDISON, TEXAS | | 9 |



LEGEND

- ASPHALT REMOVAL
- PROPERTY LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. UNDERGROUND AND OVERHEAD UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION ON THE PLANS. PRIOR TO THE BEGINNING OF ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
3. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
5. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.

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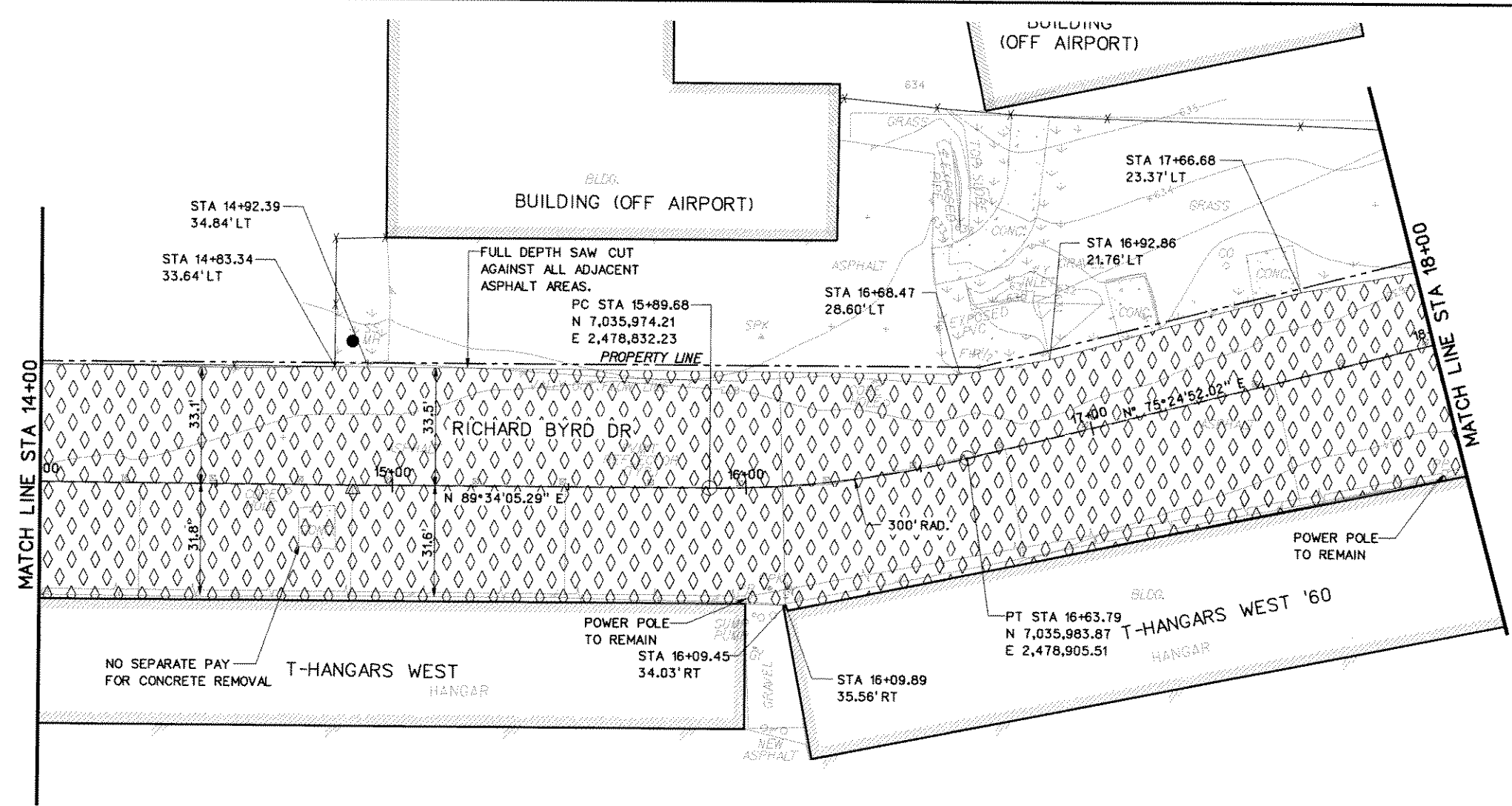
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RECORD DRAWING
Michael A. Hutchinson, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 10 OF 37 |
| REMOVAL PLANS | | |
| RICHARD BYRD DRIVE NORTH BEGIN TO STA 14+00 | | RICHARD BYRD |
| TOWN OF ADDISON, TEXAS | | 10 |



LEGEND

- ASPHALT REMOVAL
- PROPERTY LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. UNDERGROUND AND OVERHEAD UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION ON THE PLANS. PRIOR TO THE BEGINNING OF ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
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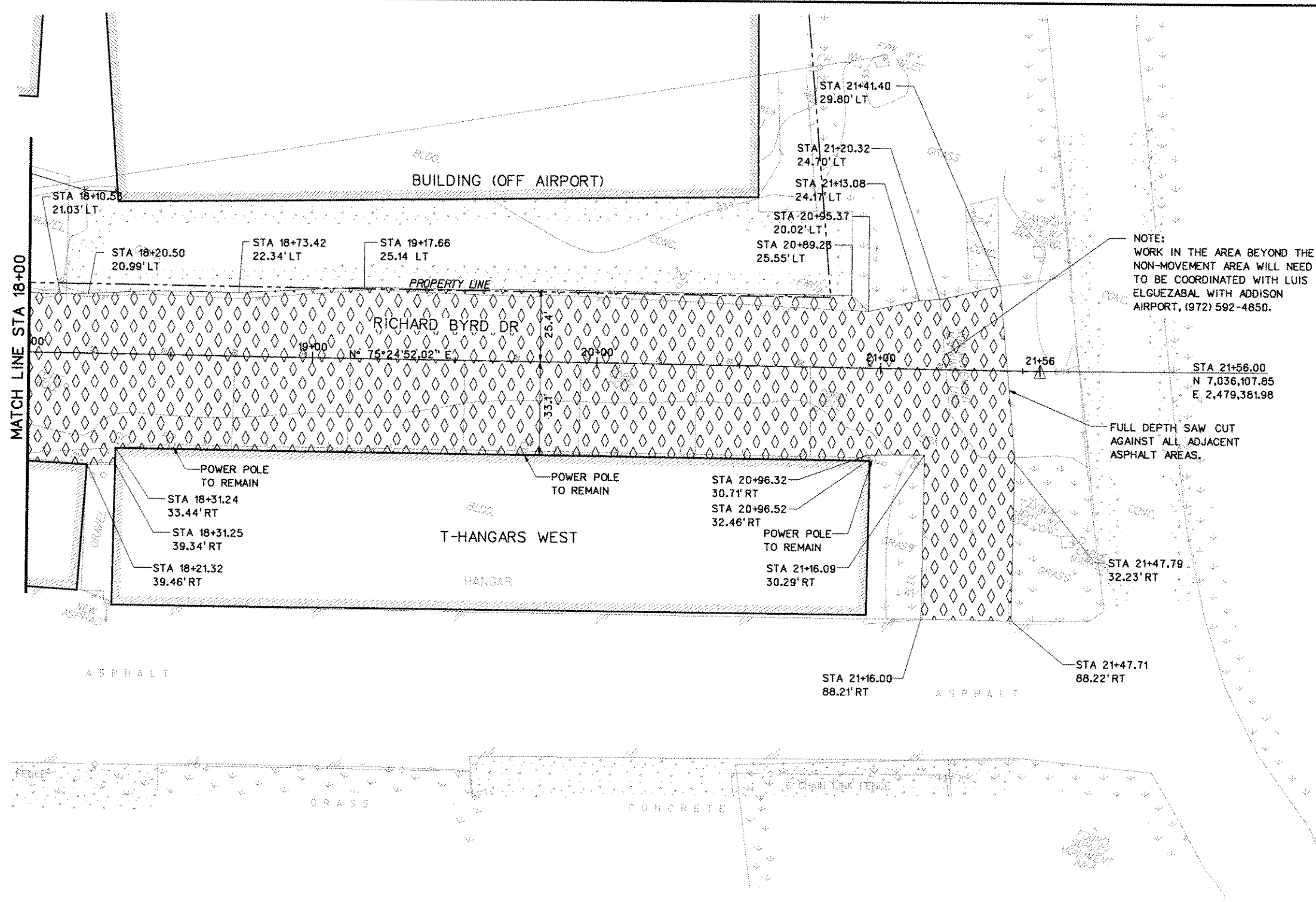
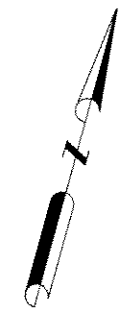
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RECORD DRAWING
Michael S. Hutchison P.E.
 DATE: 09/16/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

| | | |
|--------------|----------|---|
| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | COH DEC | |
| DATE | JAN 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 11 OF 37 |
| REMOVAL PLANS | | |
| RICHARD BYRD DRIVE NORTH STA 14+00 TO STA 18+00 | | RICHARD BYRD |
| TOWN OF ADDISON, TEXAS | | 11 |



NOTE:
WORK IN THE AREA BEYOND THE
NON-MOVEMENT AREA WILL NEED
TO BE COORDINATED WITH LUIS
ELGUEZABAL WITH ADDISON
AIRPORT, (972) 592-4850.

FULL DEPTH SAW CUT
AGAINST ALL ADJACENT
ASPHALT AREAS.

LEGEND

- ASPHALT REMOVAL
- PROPERTY LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
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5. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.

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RECORD DRAWING
Michael A. Nuttall, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

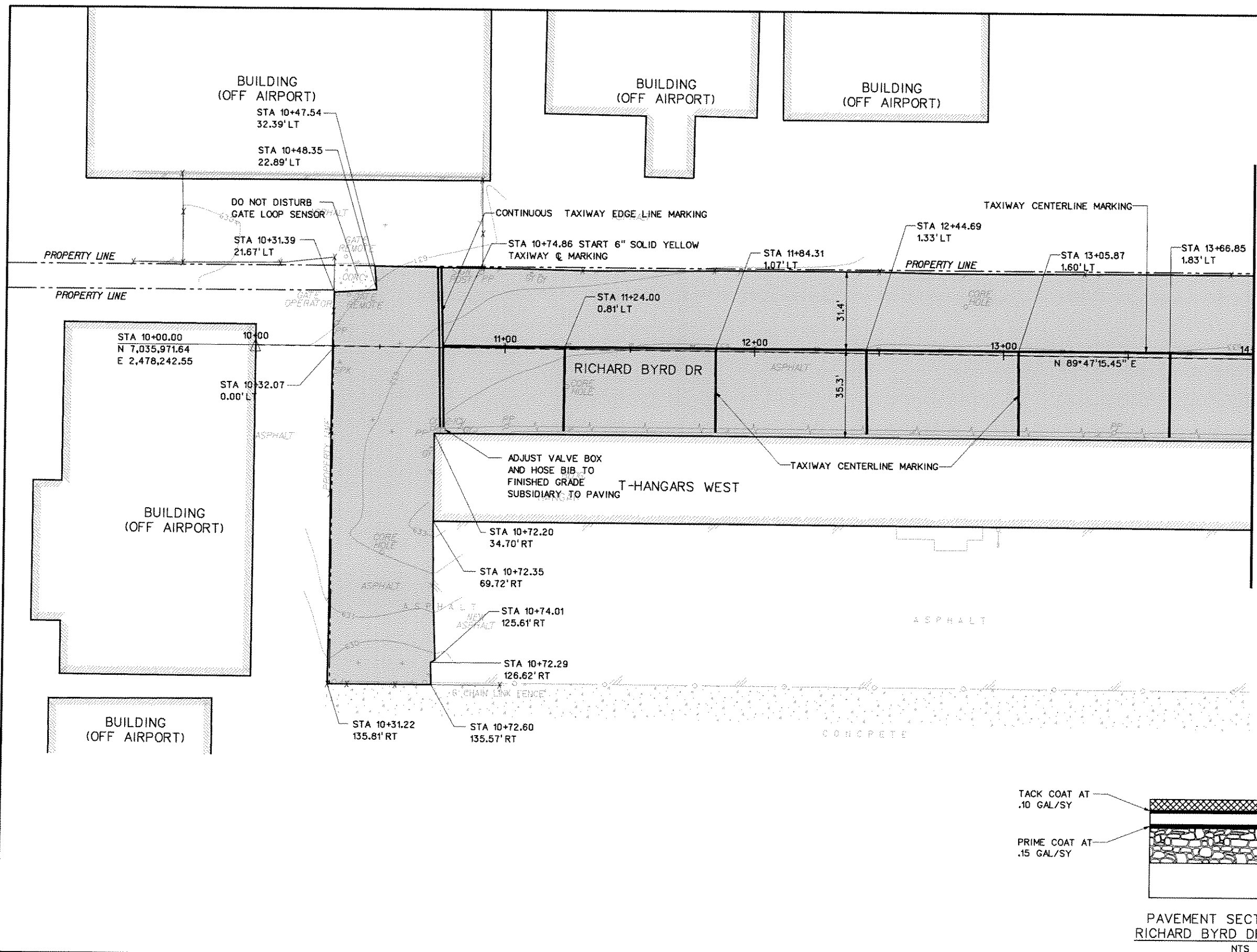
HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners

DESIGN CHECK DEC MAH
 DRAWN CHECK CCH DEC
 DATE JAN, 2006
 SCALE

PROJECT NO. 41308

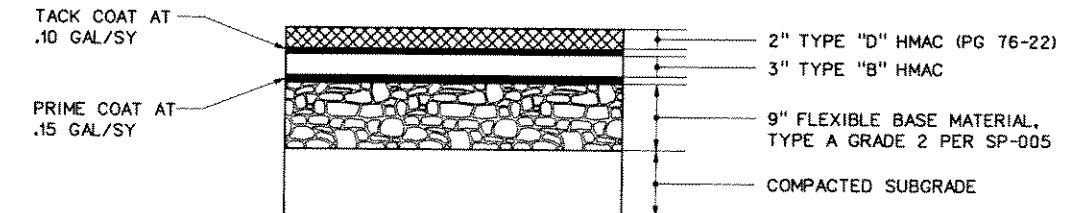


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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 12 OF 37 |
| REMOVAL PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| STA 18+00 TO END | | |
| TOWN OF ADDISON, TEXAS | | 12 |



- LEGEND**
- PROPOSED ASPHALT PAVEMENT
 - TAXIWAY CENTERLINE MARKING
 - CONTINUOUS TAXIWAY EDGE LINE MARKING
 - NON-MOVEMENT AREA

- NOTES:**
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
 2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
 3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
 4. REFER TO SHEET #36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
 5. COMPACTED SUBGRADE SHALL BE PROOF-ROLLED IN ACCORDANCE WITH SP-002 IN THE TECHNICAL SPECIFICATIONS PRIOR TO THE PLACEMENT OF THE FLEXIBLE BASE MATERIAL.
 6. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
 7. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
NTS

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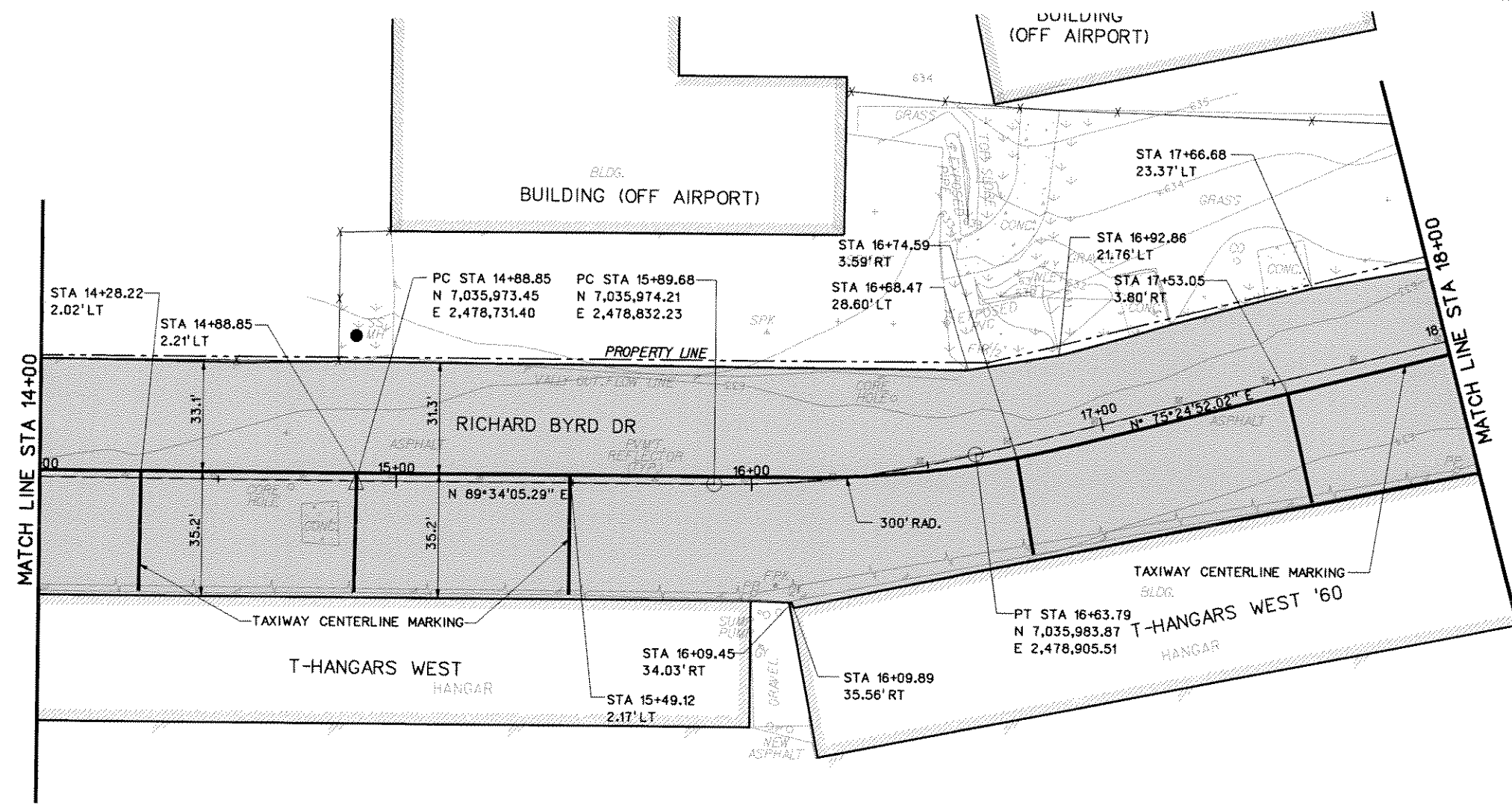
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RECORD DRAWING
Michael A. Nuckley
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
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 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
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 DATE JAN. 2006
 SCALE



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 13 OF 37 |
| PAVING PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| BEGIN TO STA 14+00 | | |
| TOWN OF ADDISON, TEXAS | | 13 |

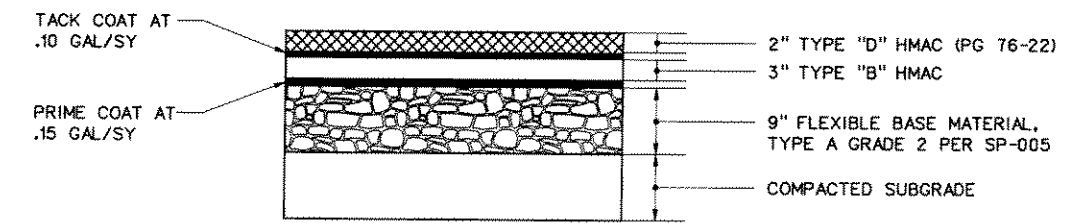
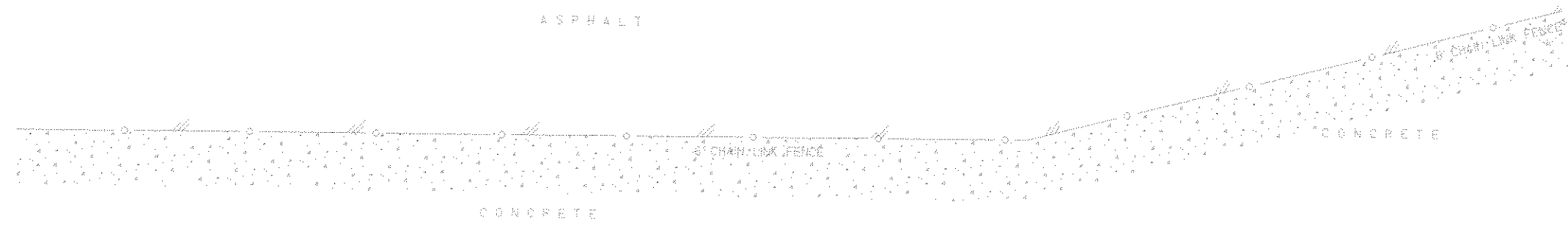


LEGEND

- PROPOSED ASPHALT PAVEMENT
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA

NOTES:

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7. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
NTS

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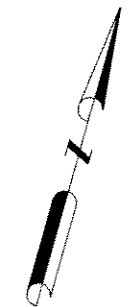
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RECORD DRAWING
Michael A. Wutcher
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREBY REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK DEC MAH
 DRAWN CHECK CCH DEC
 DATE JAN. 2006
 SCALE



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 14 OF 37 |
| PAVING PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| STA 14+00 TO STA 18+00 | | |
| TOWN OF ADDISON, TEXAS | | 14 |

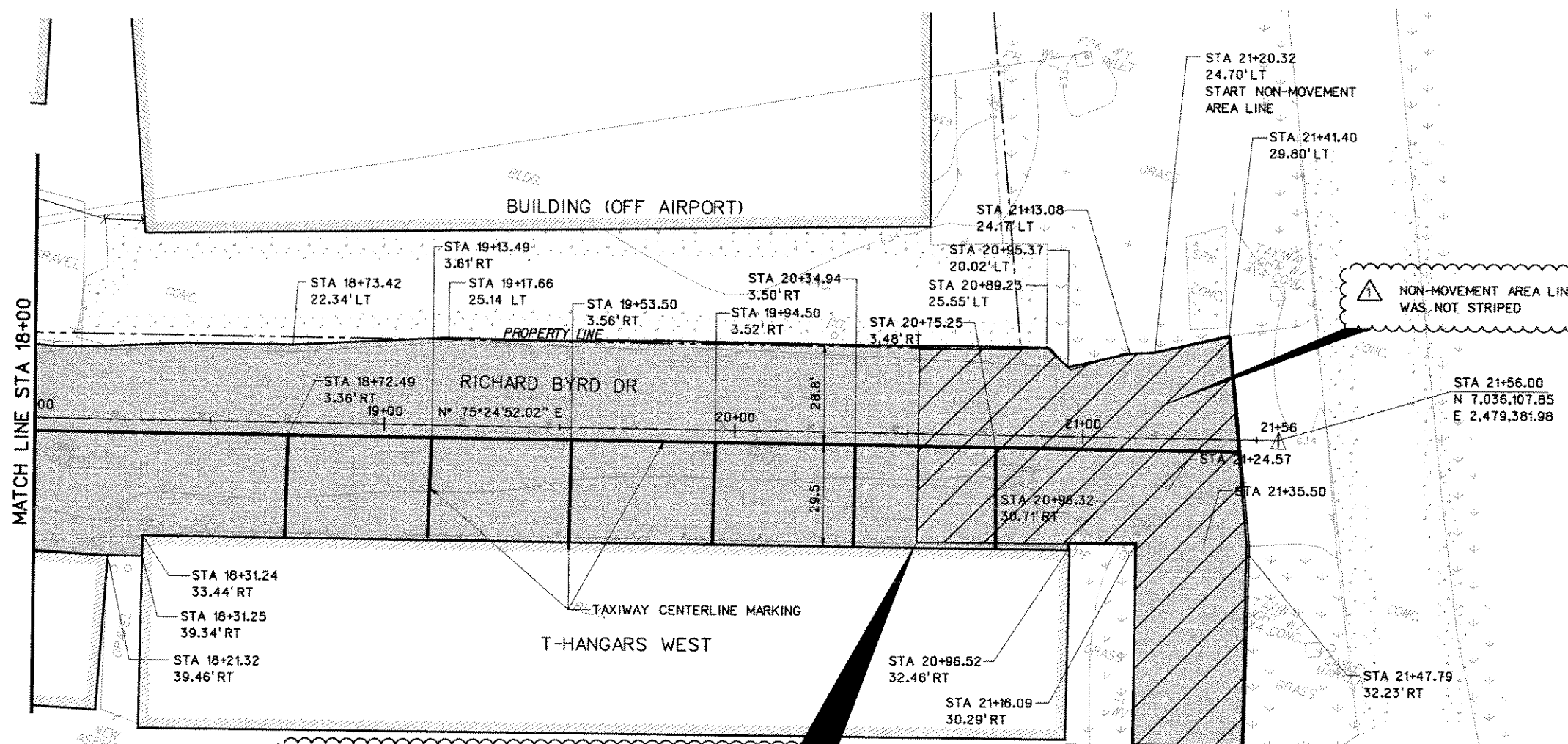


LEGEND

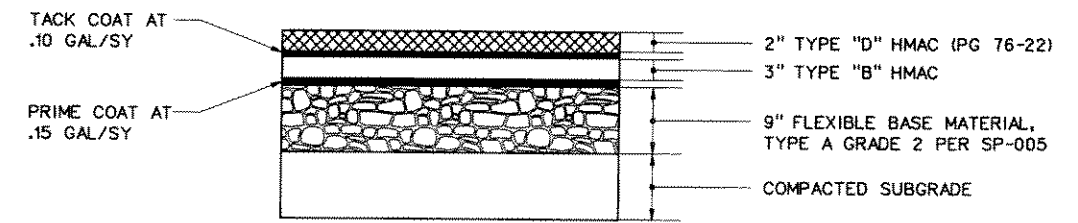
- PROPOSED ASPHALT PAVEMENT
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA

NOTES:

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⚠ RICHARD BYRD PAVEMENT SECTION IN THIS AREA WAS CHANGED TO 2" LAYER OF TYPE "D" OVER 3" LAYER OF TYPE "B" OVER 14" LAYER OF FLEXBASE OVER A LAYER OF TENSAR BX1100 GEOGRID OVER A 5" LAYER OF FLEXBASE.



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
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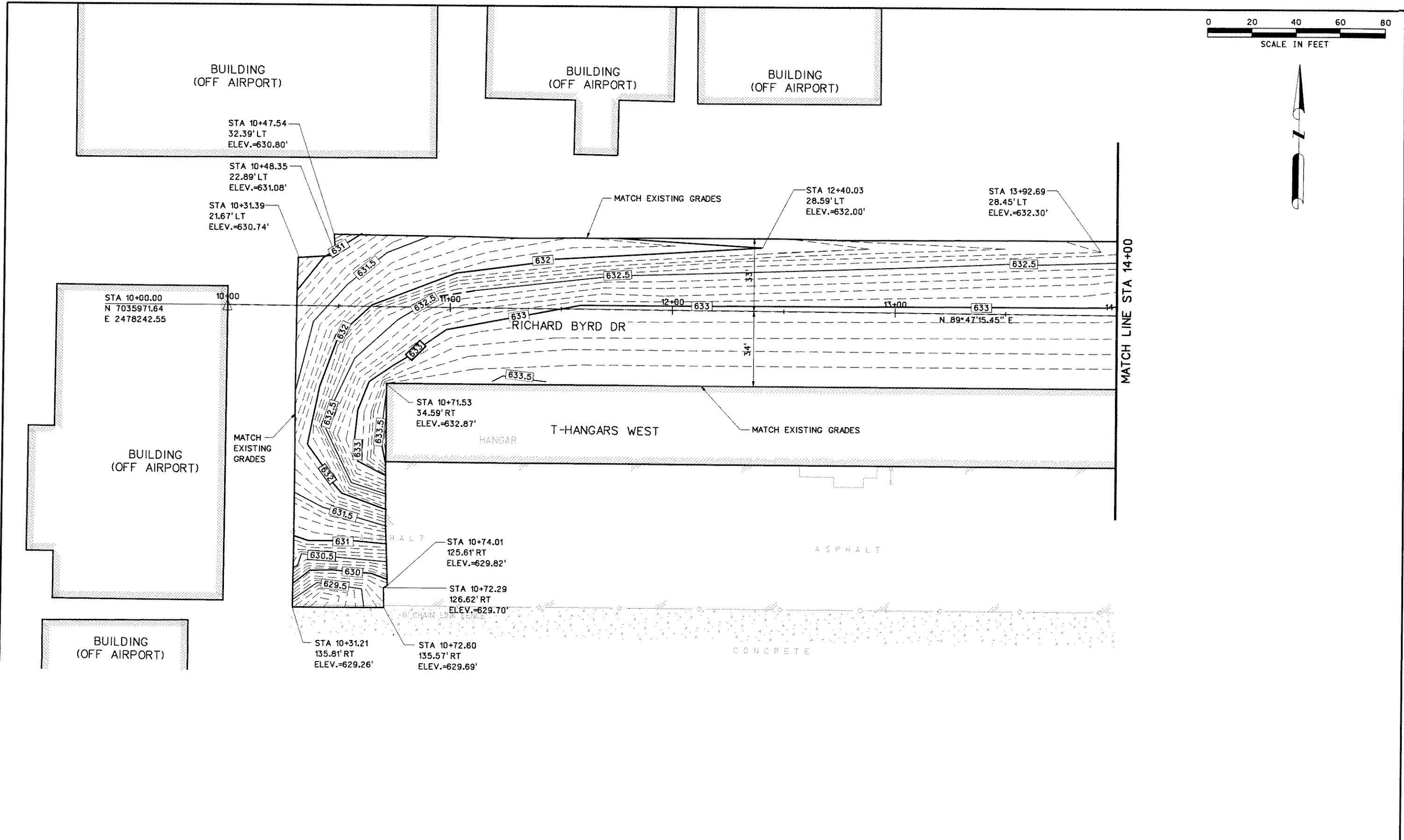
RECORD DRAWING
Michael A. Nickerson
 DATE: 09/18/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
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| TOWN OF ADDISON | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | 15 OF 37 |
| PAVING PLANS | |
| RICHARD BYRD DRIVE NORTH | RICHARD BYRD |
| STA 18+00 TO END | |
| TOWN OF ADDISON, TEXAS | 15 |

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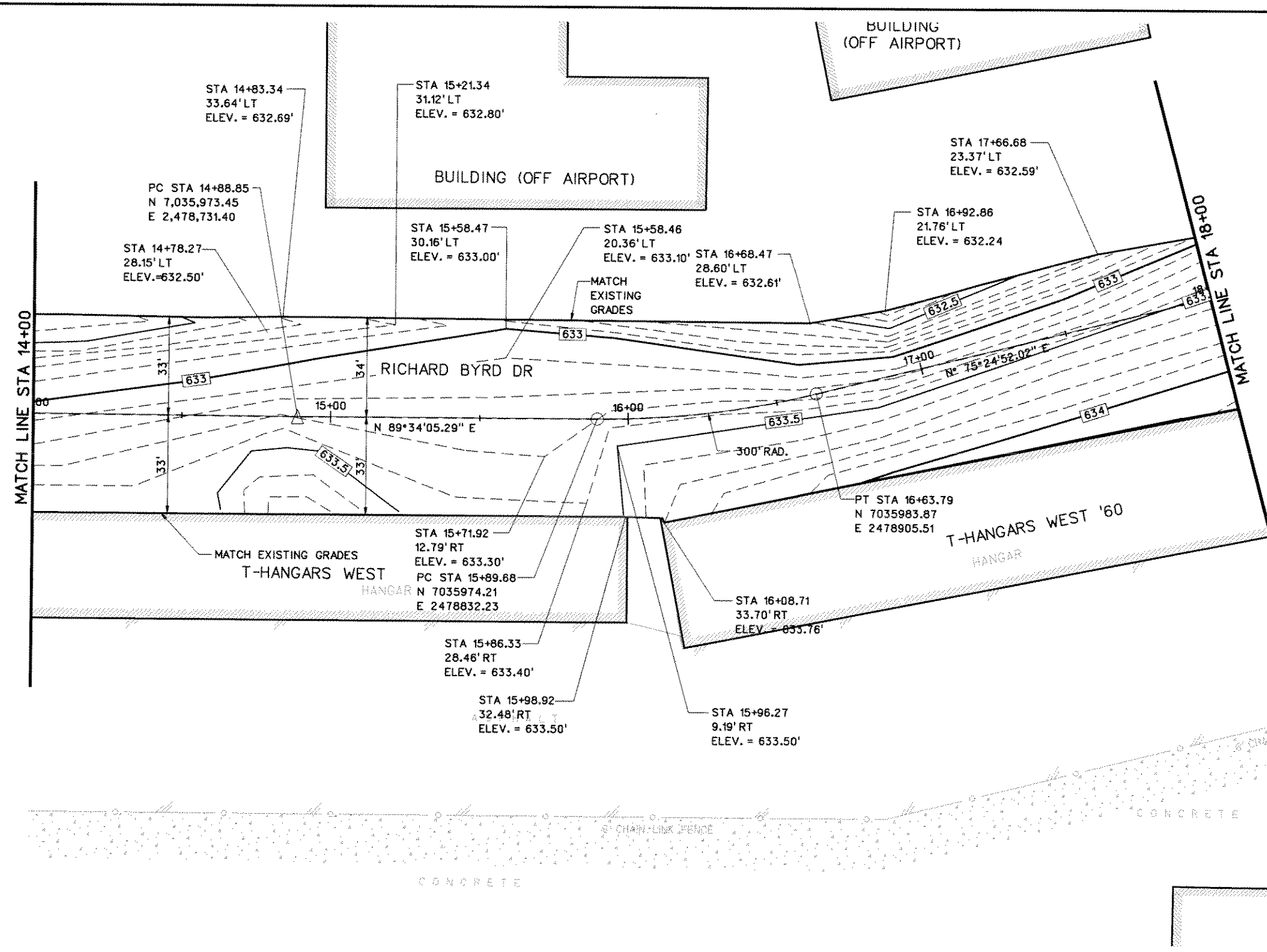
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RECORD DRAWING
Michael A. Nathan
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 16 OF 37 |
| GRADING PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| BEGIN TO STA 14+00 | | |
| TOWN OF ADDISON, TEXAS | | 16 |



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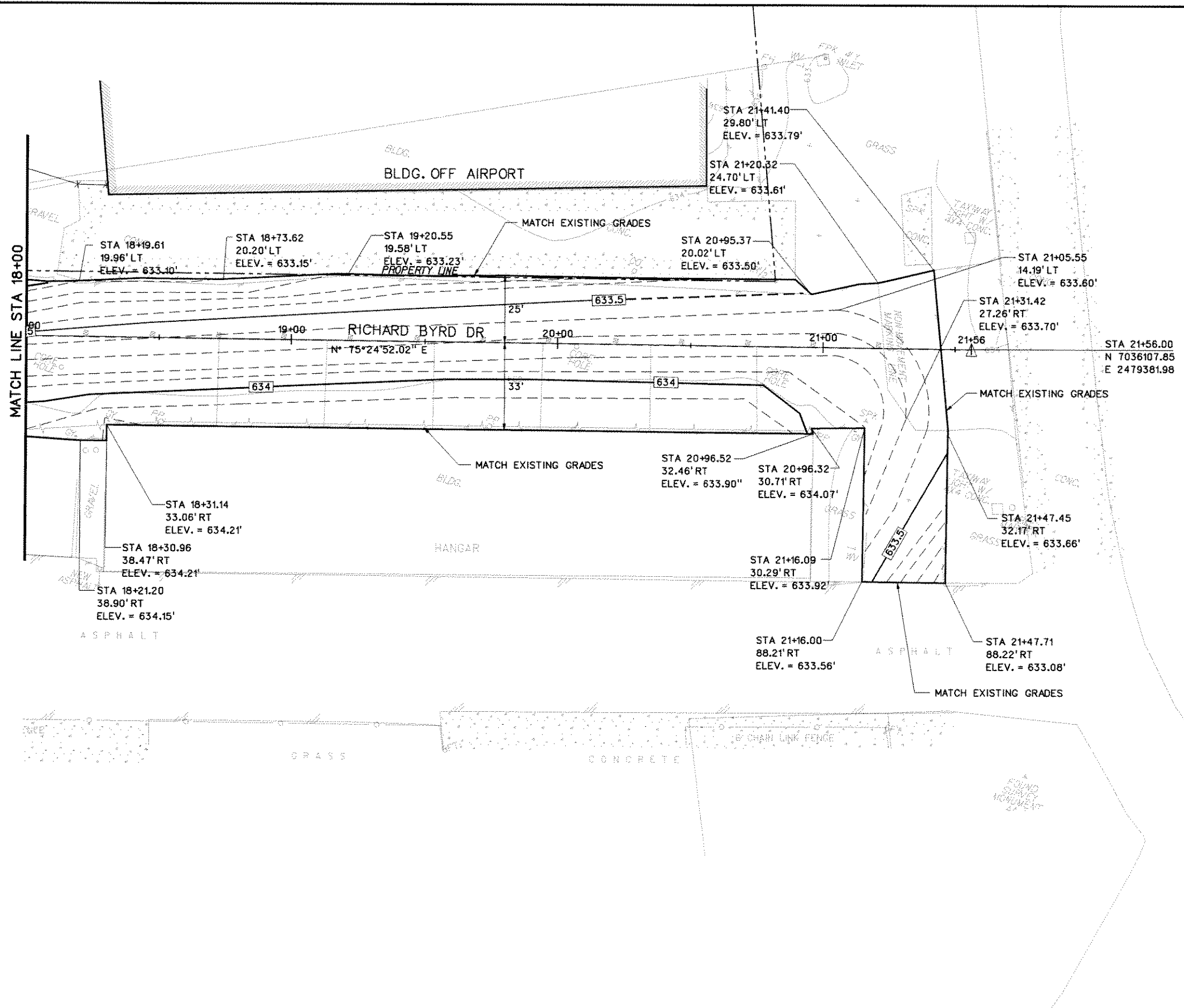
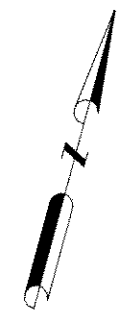
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RECORD DRAWING
Michael A. Hutchison
 DATE: 09/15/2006
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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN, 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 17 OF 37 |
| GRADING PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| STA 14+00 TO STA 18+00 | | |
| TOWN OF ADDISON, TEXAS | | 17 |



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RECORD DRAWING
Michael A. Nicholson P.E.
 DATE: 09/16/06
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners

DESIGN: DEC
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 CHECK: DEC
 DATE: JAN. 2006
 SCALE:

PROJECT NO. 41308



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 18 OF 37 |
| GRADING PLANS | | |
| RICHARD BYRD DRIVE NORTH | | RICHARD BYRD |
| STA 18+00 TO END | | |
| TOWN OF ADDISON, TEXAS | | 18 |

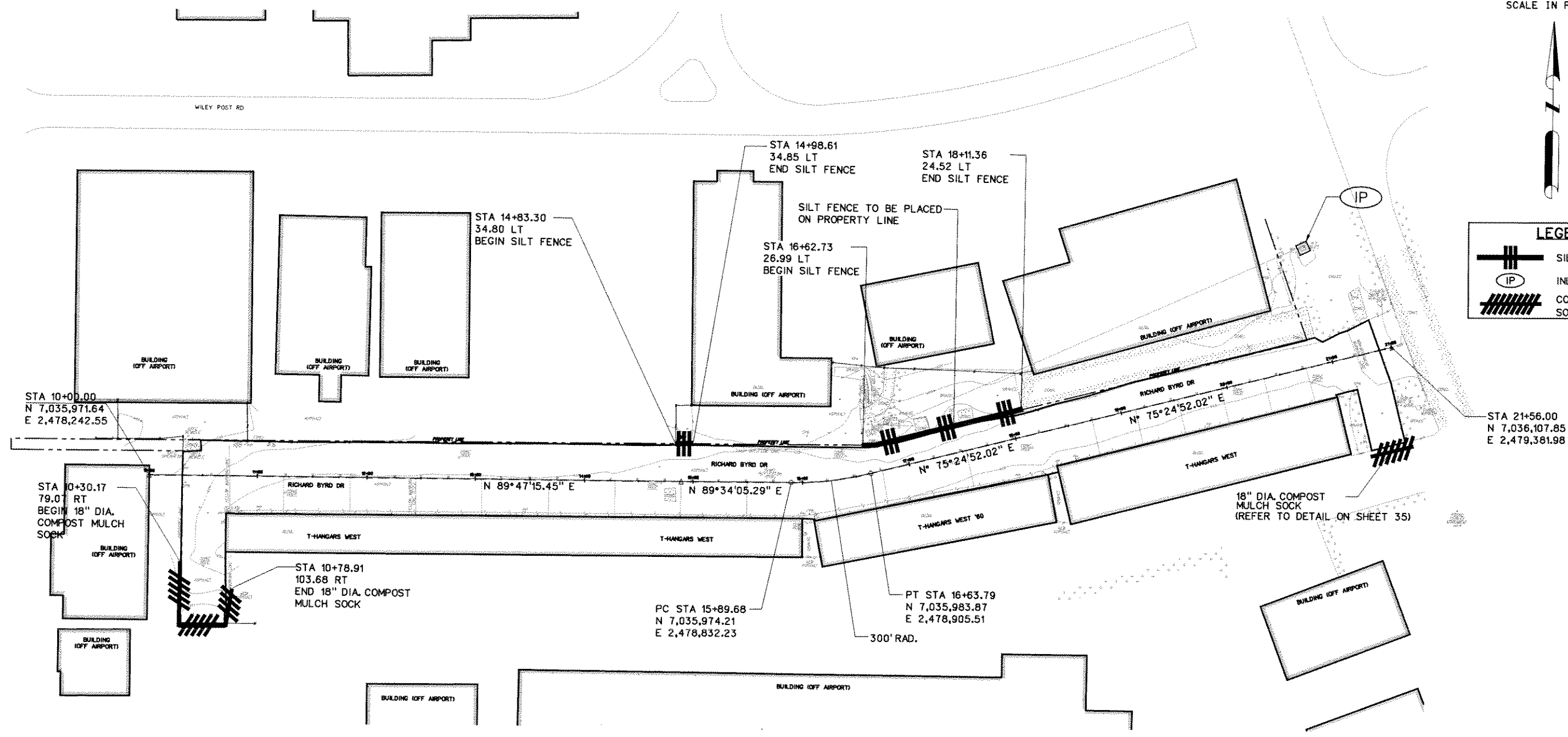
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SCALE IN FEET



LEGEND

- SILT FENCE
- INLET PROTECTION
- COMPOST MULCH SOCK



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RECORD DRAWING
Michael A. Natchez, P.E.
 DATE: 07/15/2006
 THIS RECORD DRAWING HEREBY REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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 Engineers Architects Planners

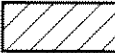
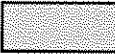




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 DATE: JAN. 2006
 SCALE:

PROJECT NO. 41306

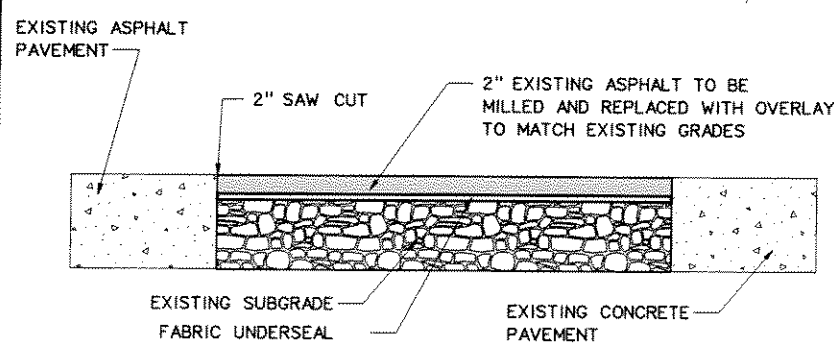
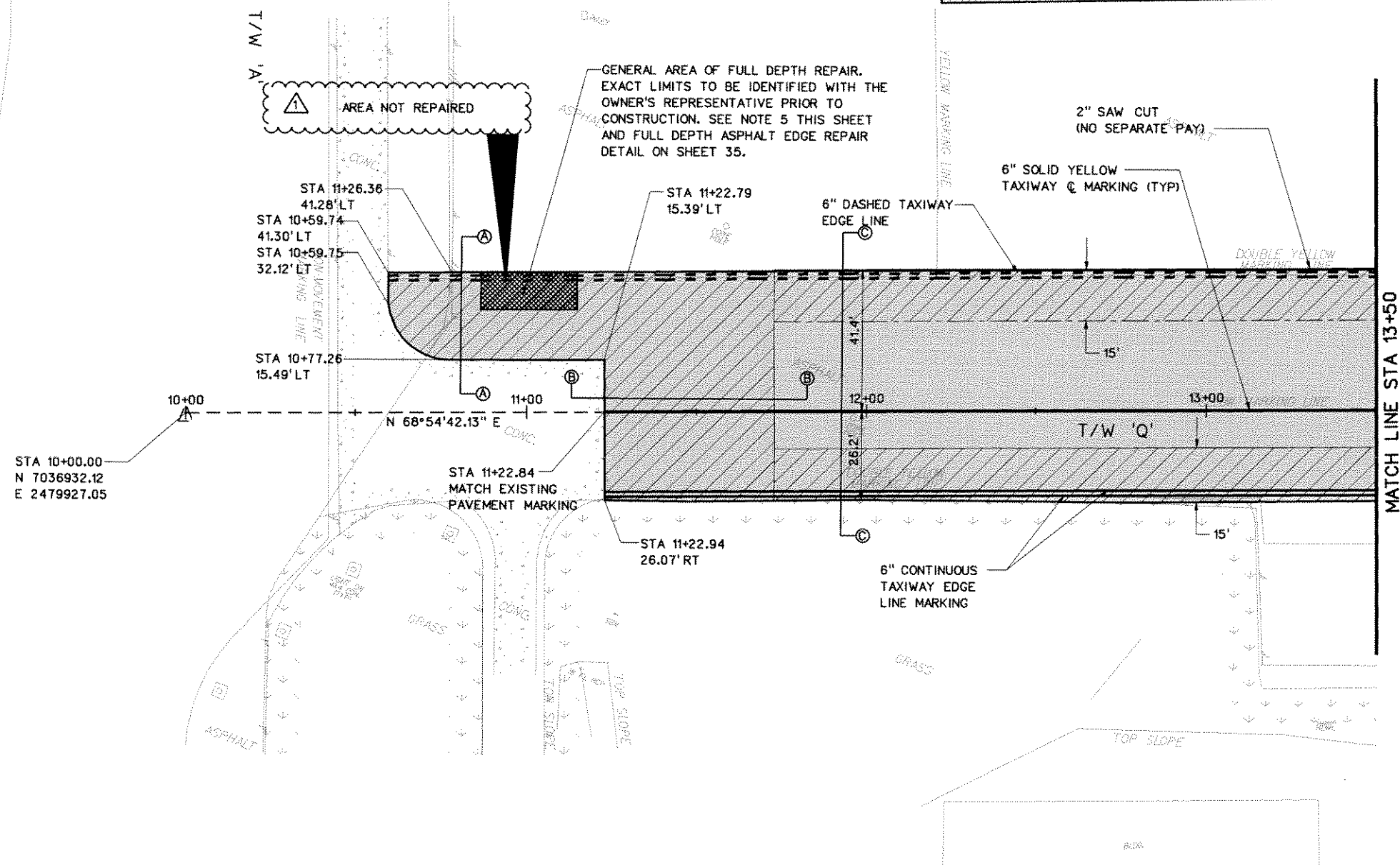


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|---|--|--------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 19 OF 37 |
| STORM WATER POLLUTION PREVENTION PLAN | | RICHARD BYRD |
| RICHARD BYRD DRIVE NORTH | | 19 |
| TOWN OF ADDISON, TEXAS | | |

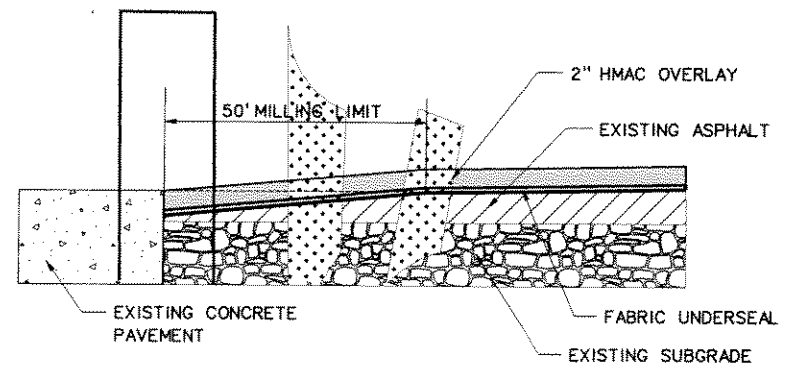
LEGEND

-  MILLING LIMITS
-  2" HMAC OVERLAY WITH FABRIC UNDERSEAL
-  TAXIWAY CENTERLINE MARKING
-  CONTINUOUS TAXIWAY EDGE LINE MARKING
-  NON-MOVEMENT AREA
-  DASHED TAXIWAY EDGE LINE

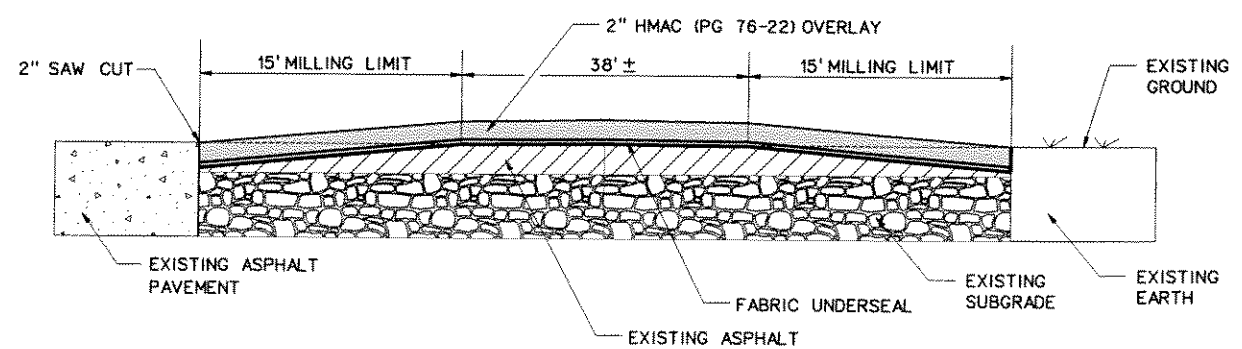
- NOTES:
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
 2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
 3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
 4. REFER TO SHEET #36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
 5. FULL DEPTH REPAIR AREAS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE ASPHALT OVERLAY OPERATION. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS. EXCAVATION AND DISPOSAL OF EXISTING MATERIALS AND PRIME/TACK COAT FOR FULL DEPTH REPAIR SHALL BE SUBSIDIARY TO THE BID ITEM FOR FULL DEPTH ASPHALT PAVEMENT REPAIR.
 6. THE FABRIC UNDERSEAL SHALL BE PLACED UNDER THE ENTIRE OVERLAY AREA AND IN ACCORDANCE WITH SP-003 IN THE TECHNICAL SPECIFICATIONS.
 7. THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
 8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PROPOSED SECTION A-A
NTS



PROPOSED SECTION B-B
NTS



PROPOSED SECTION C-C
NTS

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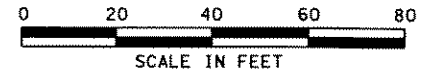
| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
|-----|--------|--|---------|-----|------|----------|---------|
| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael K. Dickson
 DATE: 09/15/06
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
 SCALE:



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|---|--|----------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 20 OF 37 |
| PAVING PLANS TAXIWAY "Q" | | TAXIWAY "Q" |
| BEGIN TO STA 14+00 | | |
| TOWN OF ADDISON, TEXAS | | 20 |



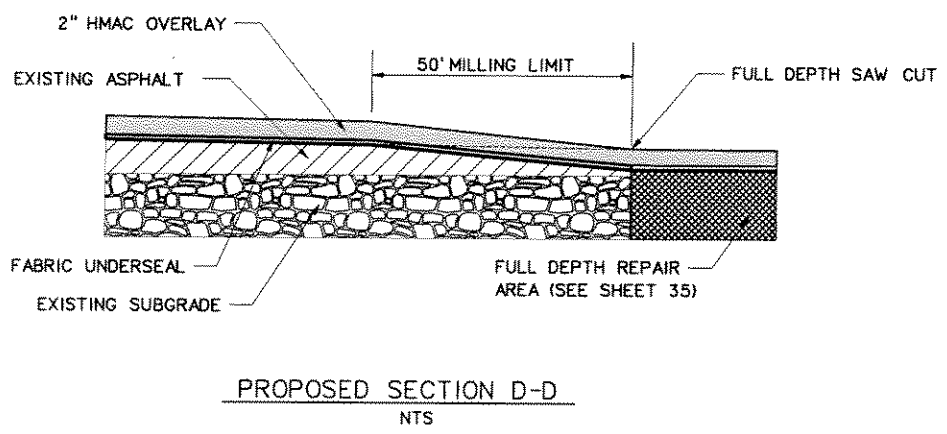
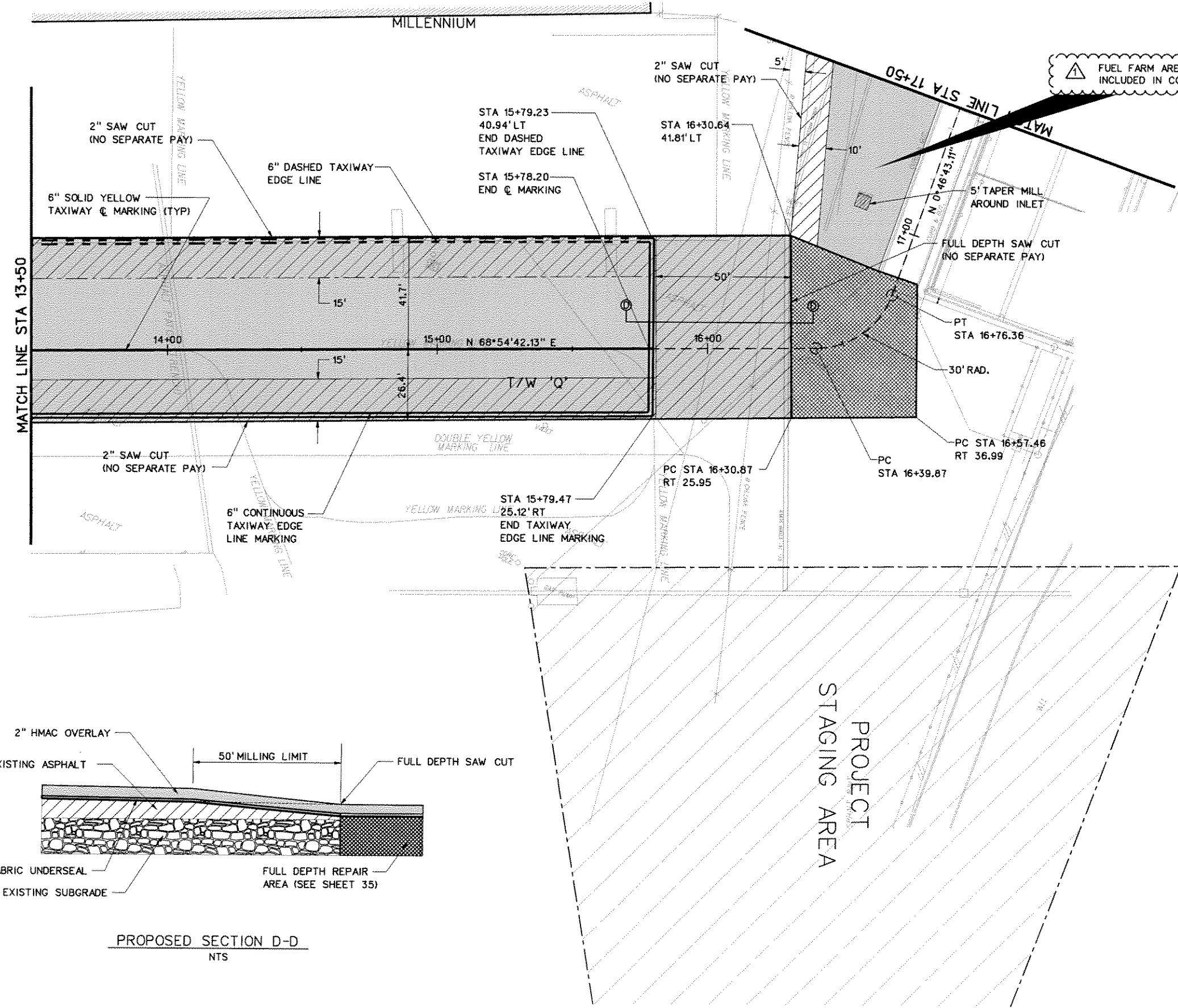
FUEL FARM AREA NOT INCLUDED IN CONTRACT

LEGEND

- FULL DEPTH REPAIR AREA
- TAPER MILLING LIMITS
- 2" HMAC OVERLAY WITH FABRIC UNDERSEAL
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET #36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. FULL DEPTH REPAIR AREAS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE ASPHALT OVERLAY OPERATION. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS. EXCAVATION AND DISPOSAL OF EXISTING MATERIALS AND PRIME/TACK COAT FOR FULL DEPTH REPAIR SHALL BE SUBSIDIARY TO THE BID ITEM FOR FULL DEPTH ASPHALT PAVEMENT REPAIR.
6. THE FABRIC UNDERSEAL SHALL BE PLACED IN ACCORDANCE WITH SP-003 IN THE TECHNICAL SPECIFICATIONS.
7. THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.



PROJECT STAGING AREA

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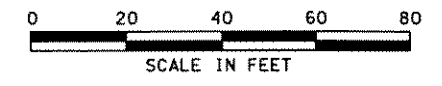
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|-----|--------|--|---------|-----|------|----------|---------|
| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael A. [Signature]
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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|---|-------------|
| TOWN OF ADDISON | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | 21 OF 37 |
| PAVING PLANS | |
| TAXIWAY "Q" | TAXIWAY "Q" |
| STA 14+00 TO 17+50 | |
| TOWN OF ADDISON, TEXAS | 21 |

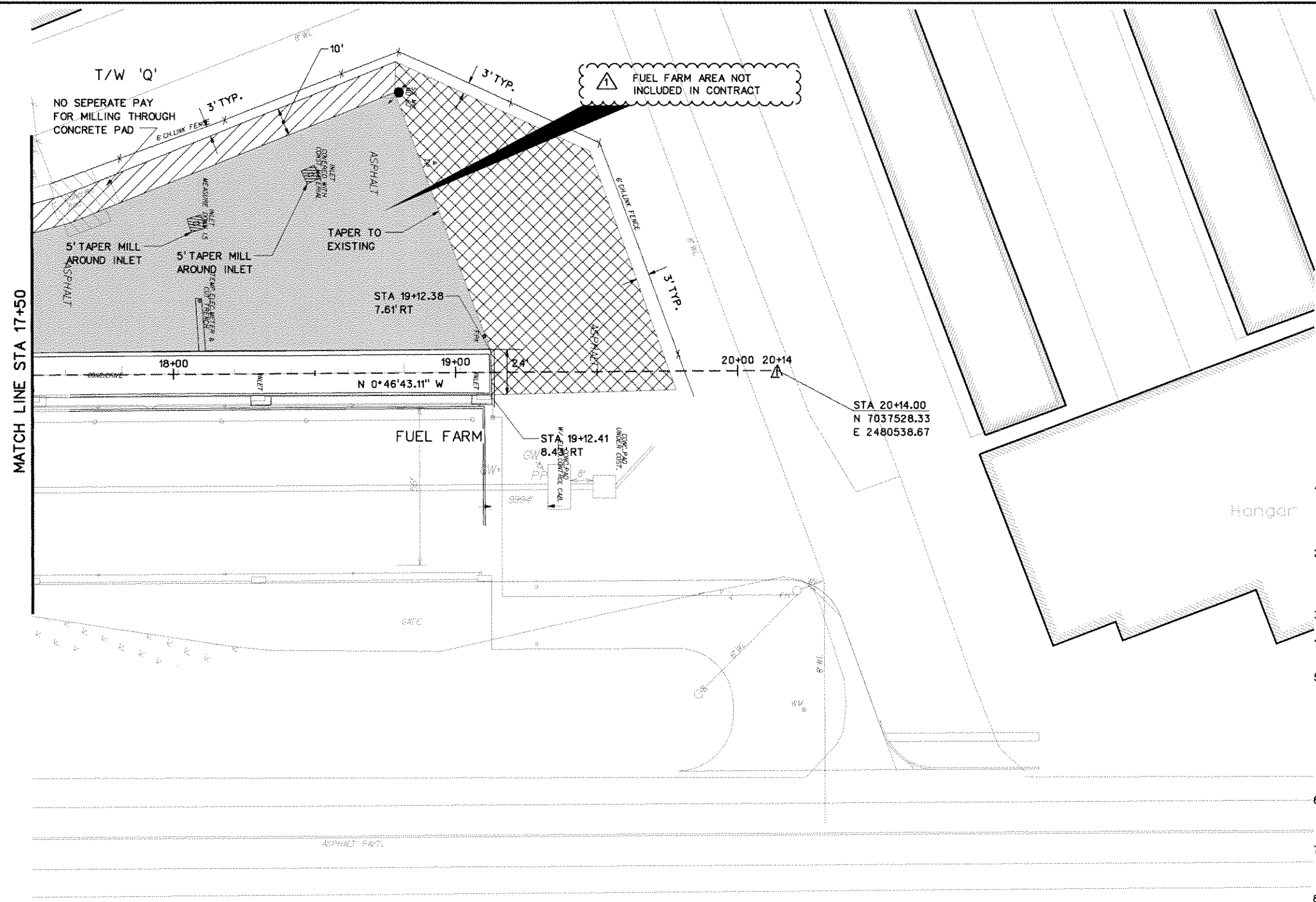


LEGEND

- 2" MILLING LIMITS
- TAPER MILLING LIMITS
- 2" HMAC OVERLAY
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET #35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. FULL DEPTH REPAIR AREAS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE ASPHALT OVERLAY OPERATION. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS. EXCAVATION AND DISPOSAL OF EXISTING MATERIALS AND PRIME/TACK COAT FOR FULL DEPTH REPAIR SHALL BE SUBSIDIARY TO THE BID ITEM FOR FULL DEPTH ASPHALT PAVEMENT REPAIR.
6. THE FABRIC UNDERSEAL SHALL BE PLACED IN ACCORDANCE WITH SP-003 IN THE TECHNICAL SPECIFICATIONS.
7. THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
8. EXACT MILLING LIMITS ON THE NORTH END OF THE FUEL FARM AREA TO BE DETERMINED IN THE FIELD WITH THE OWNER'S REPRESENTATIVE.



FUEL FARM AREA NOT INCLUDED IN CONTRACT

T/W 'Q'
NO SEPERATE PAY FOR MILLING THROUGH CONCRETE PAD

MATCH LINE STA 17+50

STA 20+14.00
N 7037528.33
E 2480538.67

STA 19+12.38
7.61' RT

STA 19+12.41
8.43' RT

FUEL FARM

HANGAR

ASPHALT PAVT.

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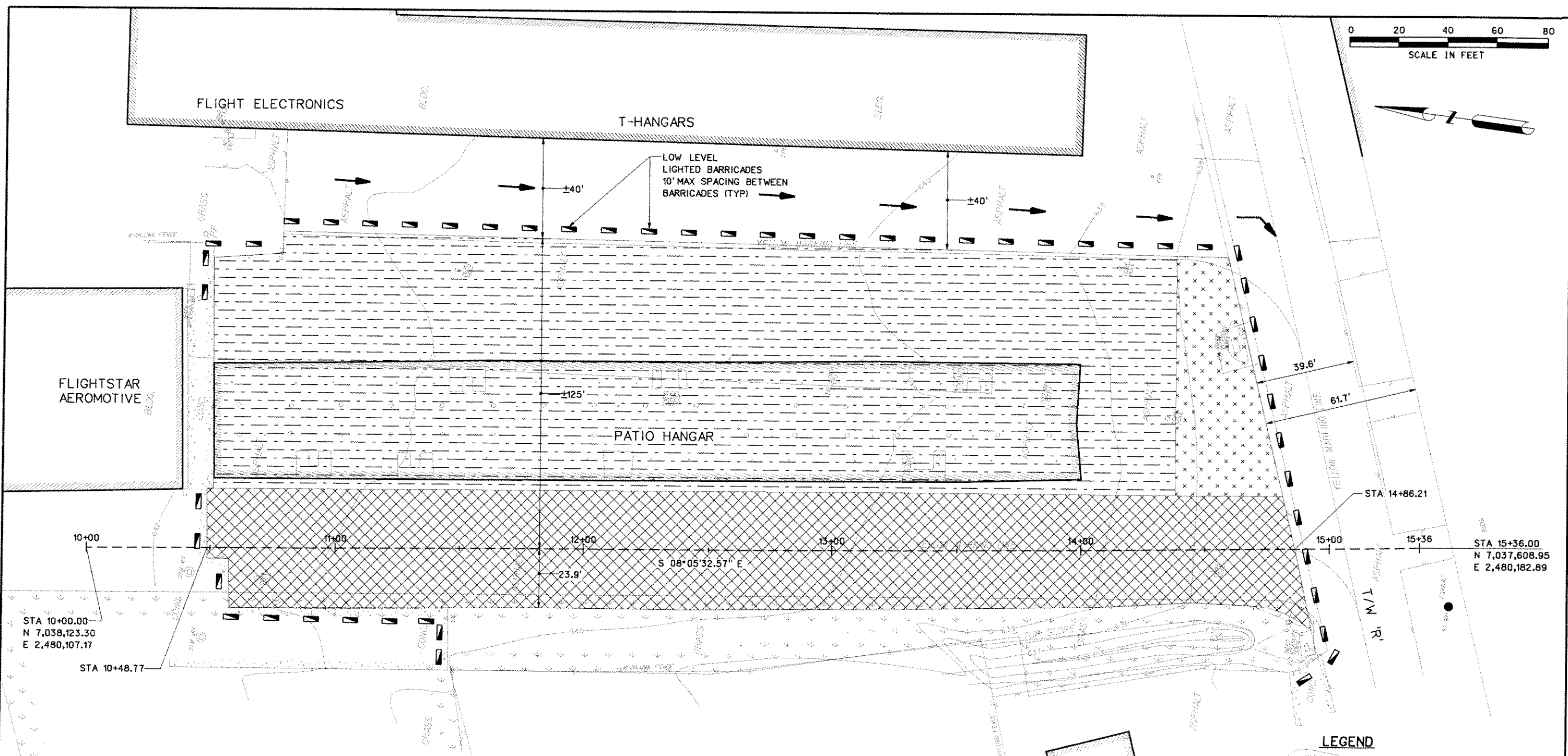
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| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael A. Heston, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTORS.

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| HNTB | | HNTB Corporation The HNTB Companies Engineers, Architects, Planners |
| DESIGN | DEC | PROJECT NO. 4150B |
| CHECK | MAH | |
| DRAWN | CCH | |
| CHECK | DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 22 OF 37 |
| PAVING PLANS | | |
| TAXIWAY Q | | TAXIWAY |
| STA 17+50 TO END | | "Q" |
| TOWN OF ADDISON, TEXAS | | 22 |



PHASING NOTES:

1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

- LEGEND**
- PHASE I - NIGHT WORK ONLY
 - PHASE II - NIGHT WORK ONLY
 - PHASE III
 - LOW LEVEL LIGHTED BARRICADES
 - EXISTING ASPHALT PAVEMENT
 - EXISTING CONCRETE PAVEMENT
 - AIRCRAFT TRAFFIC FLOW

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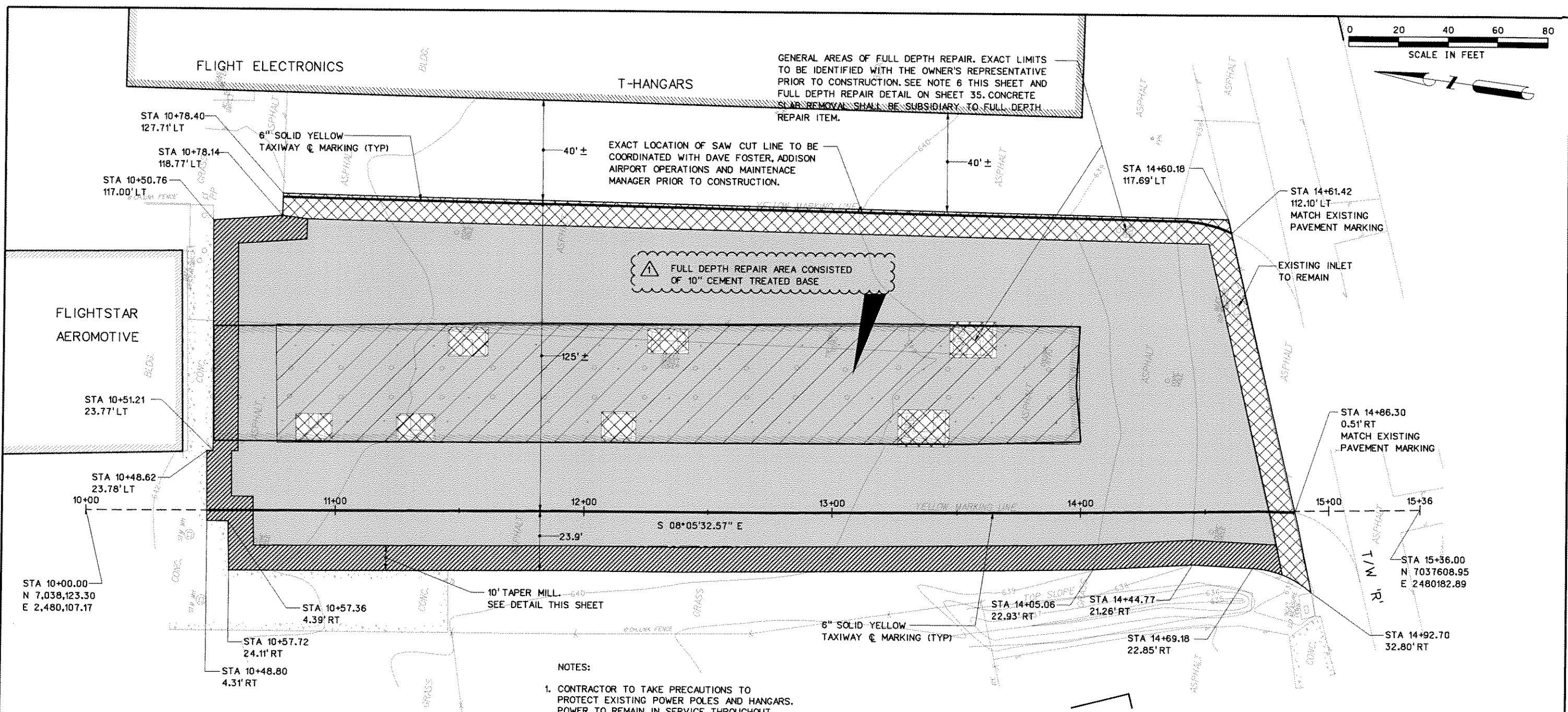
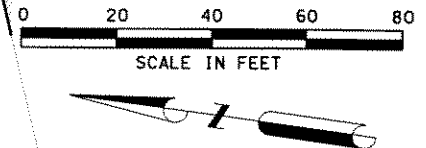
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RECORD DRAWING
Michael A. Nutter, P.E.
 DATE: 09/15/06
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
 SCALE:



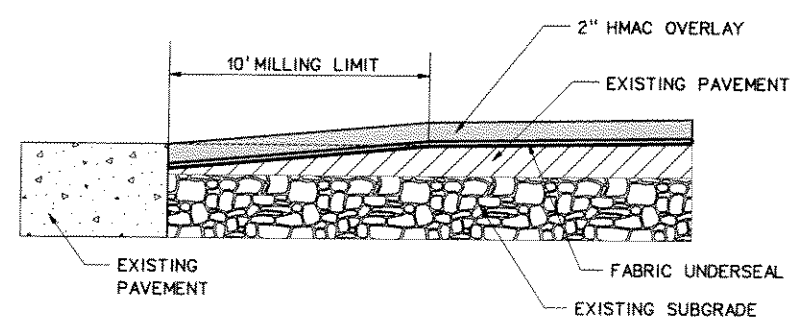
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 23 OF 37 |
| PHASING PLAN | | TAXIWAY |
| TAXIWAY "R" PATIO HANGAR OVERLAY | | "R" |
| TOWN OF ADDISON, TEXAS | | 23 |



▲ FULL DEPTH REPAIR AREA CONSISTED OF 10" CEMENT TREATED BASE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET #36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
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7. THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



10' TAPER-MILL DETAIL
NTS

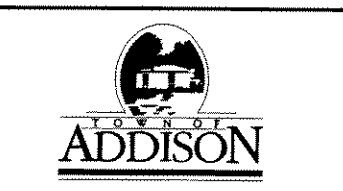
LEGEND

- GENERAL LOCATION OF FULL DEPTH REPAIR
- 2" HMAC OVERLAY
- MILLING LIMITS
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
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| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael N. Johnson, P.E.
 DATE: 8/18/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41598
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
 SCALE:



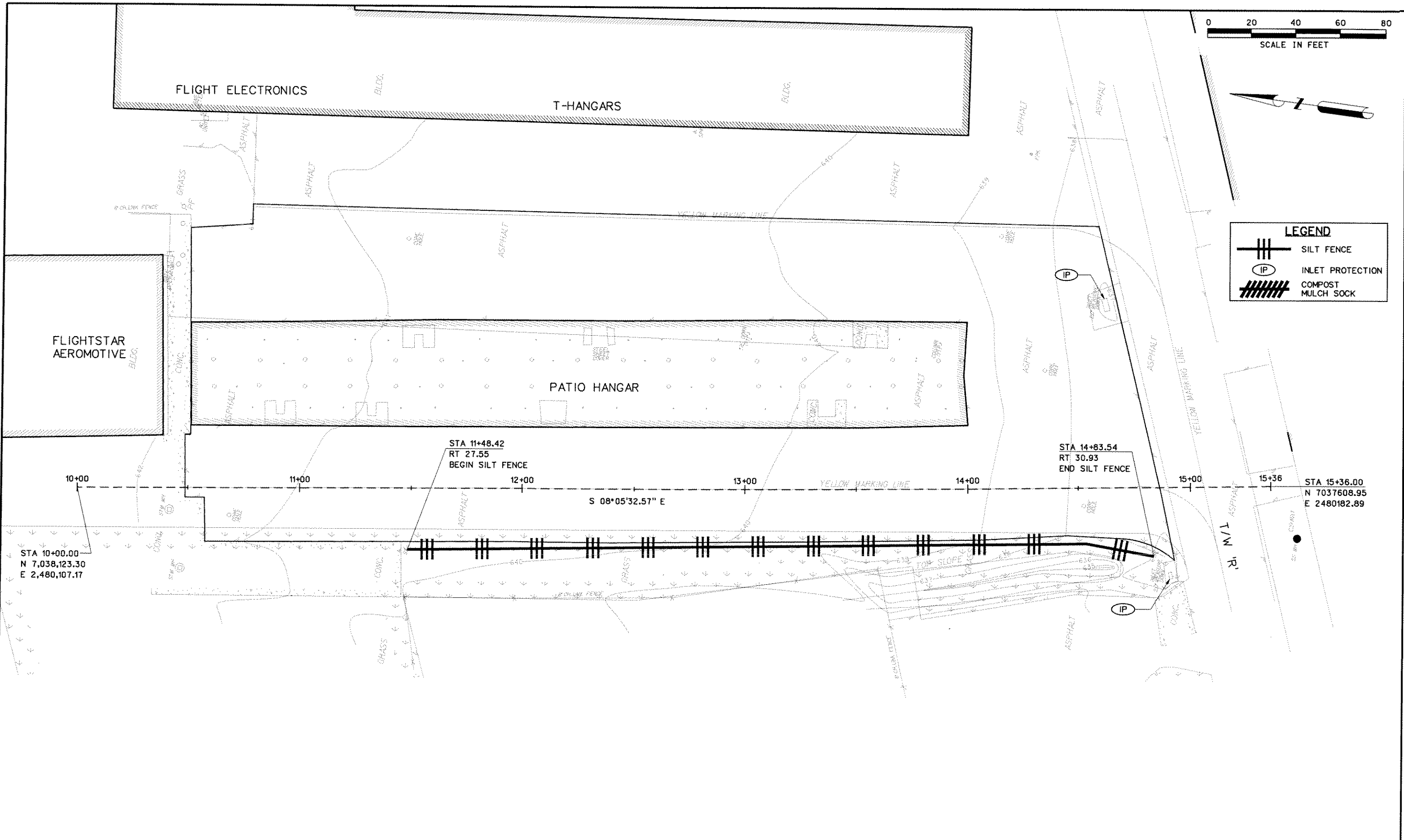
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 24 OF 37 |
| PAVING PLAN | | TAXIWAY |
| TAXIWAY "R" PATIO HANGAR OVERLAY | | "R" |
| TOWN OF ADDISON, TEXAS | | 24 |

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LEGEND

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| | SILT FENCE |
| | INLET PROTECTION |
| | COMPOST MULCH SOCK |



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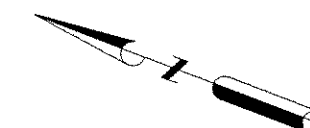
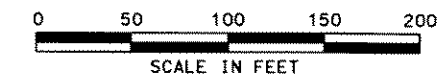
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RECORD DRAWING
Michael A. Netherman, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).





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| HNTB HNTB Corporation The HNTB Companies Engineers Architects Planners | | PROJECT NO. 41308 |
| DESIGN CHECK | DEC MAH | |
| DRAWN | CCH | |
| CHECK | DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |

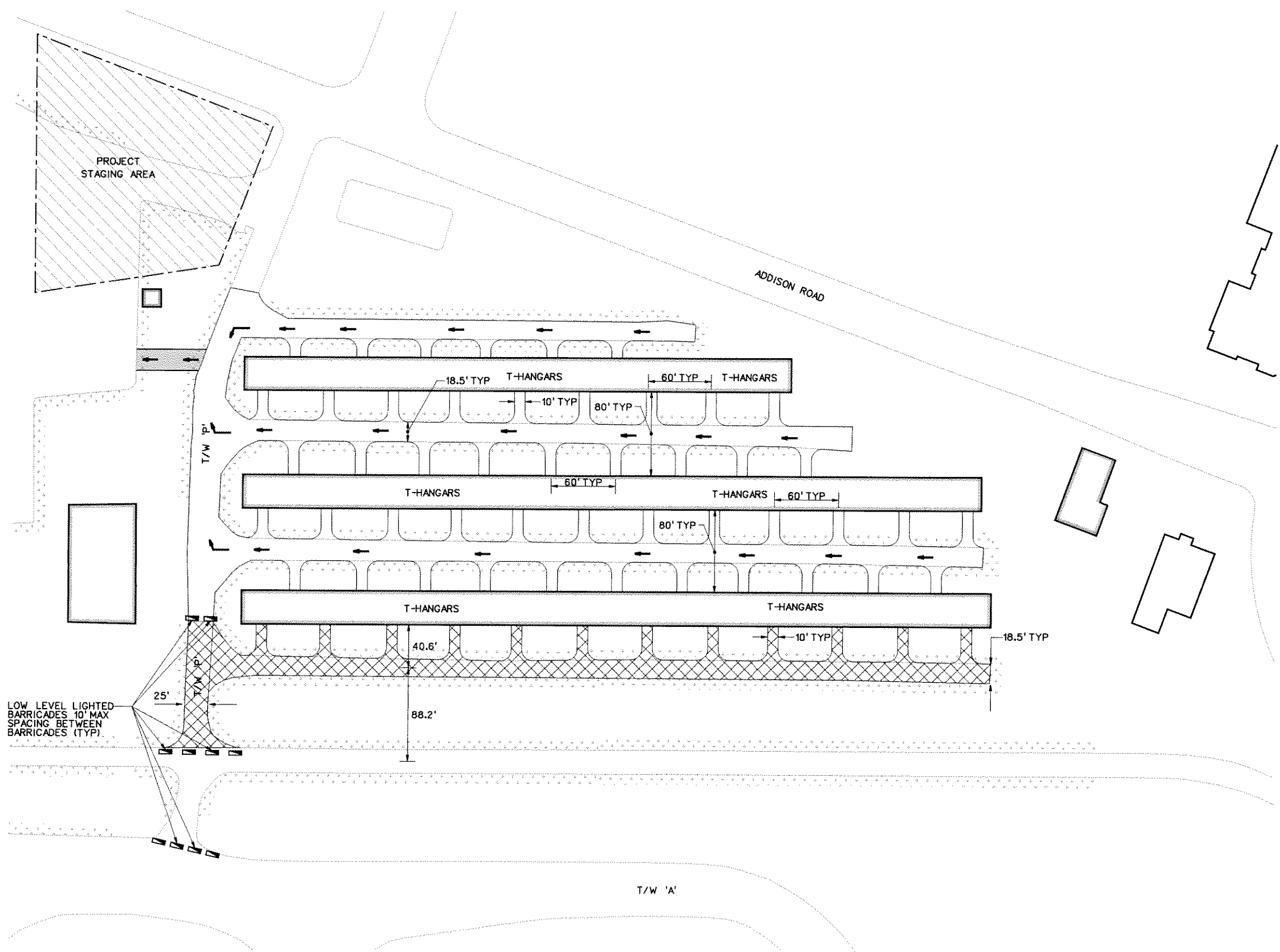


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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 25 OF 37 |
| STORM WATER POLLUTION PREVENTION PLAN | | TAXIWAY "R" |
| TAXIWAY "R" PATIO HANGAR OVERLAY | | |
| TOWN OF ADDISON, TEXAS | | 25 |



LEGEND

-  PHASE 1
-  ASPHALT CONSTRUCTED PRIOR TO PHASE 1
-  LOW LEVEL LIGHTED BARRICADES
-  AIRCRAFT TRAFFIC FLOW



LOW LEVEL LIGHTED BARRICADES 10' MAX SPACING BETWEEN BARRICADES (TYP).

- PHASING NOTES:**
1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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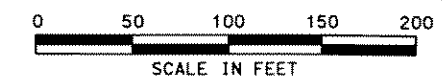
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RECORD DRAWING
Michael A. Hitchcock
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTORS.

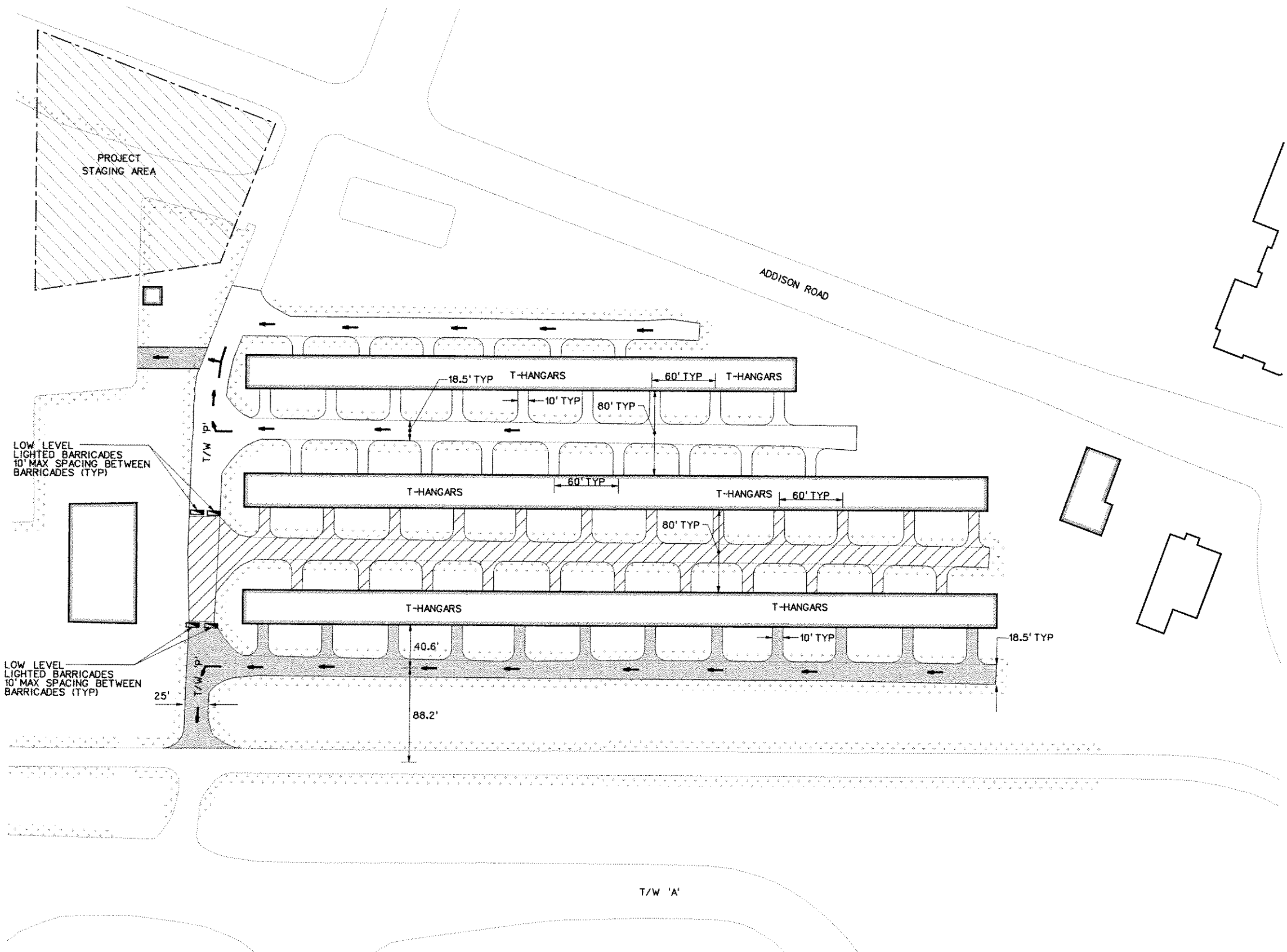
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| CHECK | DEC | |
| DATE | JAN 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 26 OF 37 |
| PHASING PLAN | | TAXIWAY |
| TAXIWAY "P" / T HANGAR OVERLAY | | "p" |
| TOWN OF ADDISON, TEXAS | | 26 |



- LEGEND**
- PHASE 2
 - ASPHALT CONSTRUCTED IN PREVIOUS PHASE
 - LOW LEVEL LIGHTED BARRICADES
 - AIRCRAFT TRAFFIC FLOW



- PHASING NOTES:**
- CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 - CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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RECORD DRAWING

Michael A. Hartman, P.E.

DATE: 09/16/2006

THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).





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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN 2006 | |
| SCALE | | |

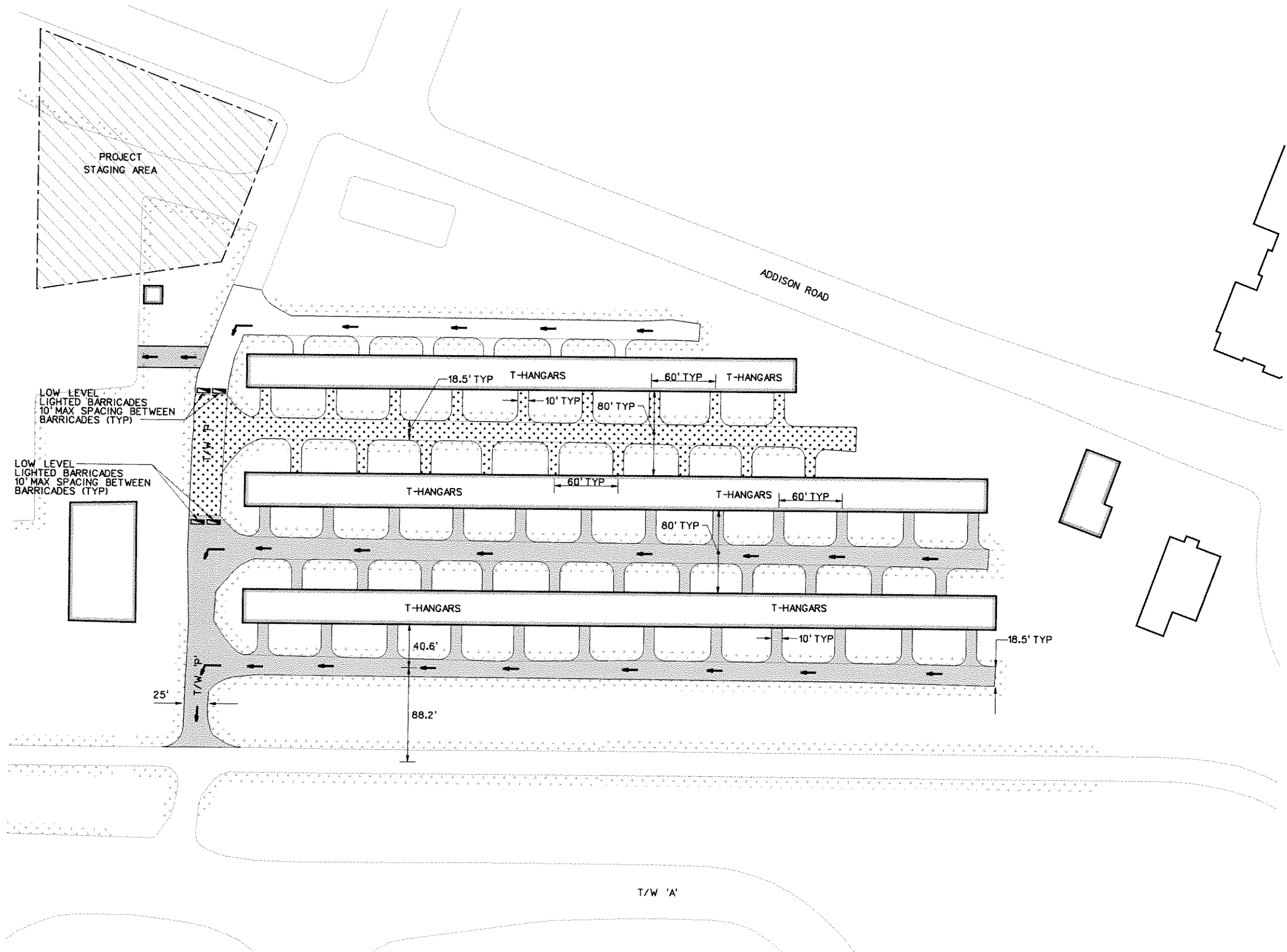


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|--|--|----------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 27 OF 37 |
| PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "P" |
| TOWN OF ADDISON, TEXAS | | 27 |



LEGEND

-  PHASE 3
-  ASPHALT CONSTRUCTED IN PREVIOUS PHASE
-  LOW LEVEL LIGHTED BARRICADES
-  AIRCRAFT TRAFFIC FLOW



- PHASING NOTES:**
1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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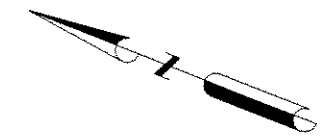
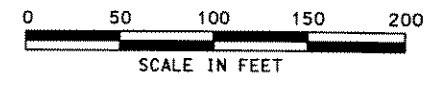
| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
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RECORD DRAWING
Michael A. Hutchins
 DATE: 09/16/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

| | | |
|--------------|-----------|---|
| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAH | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |

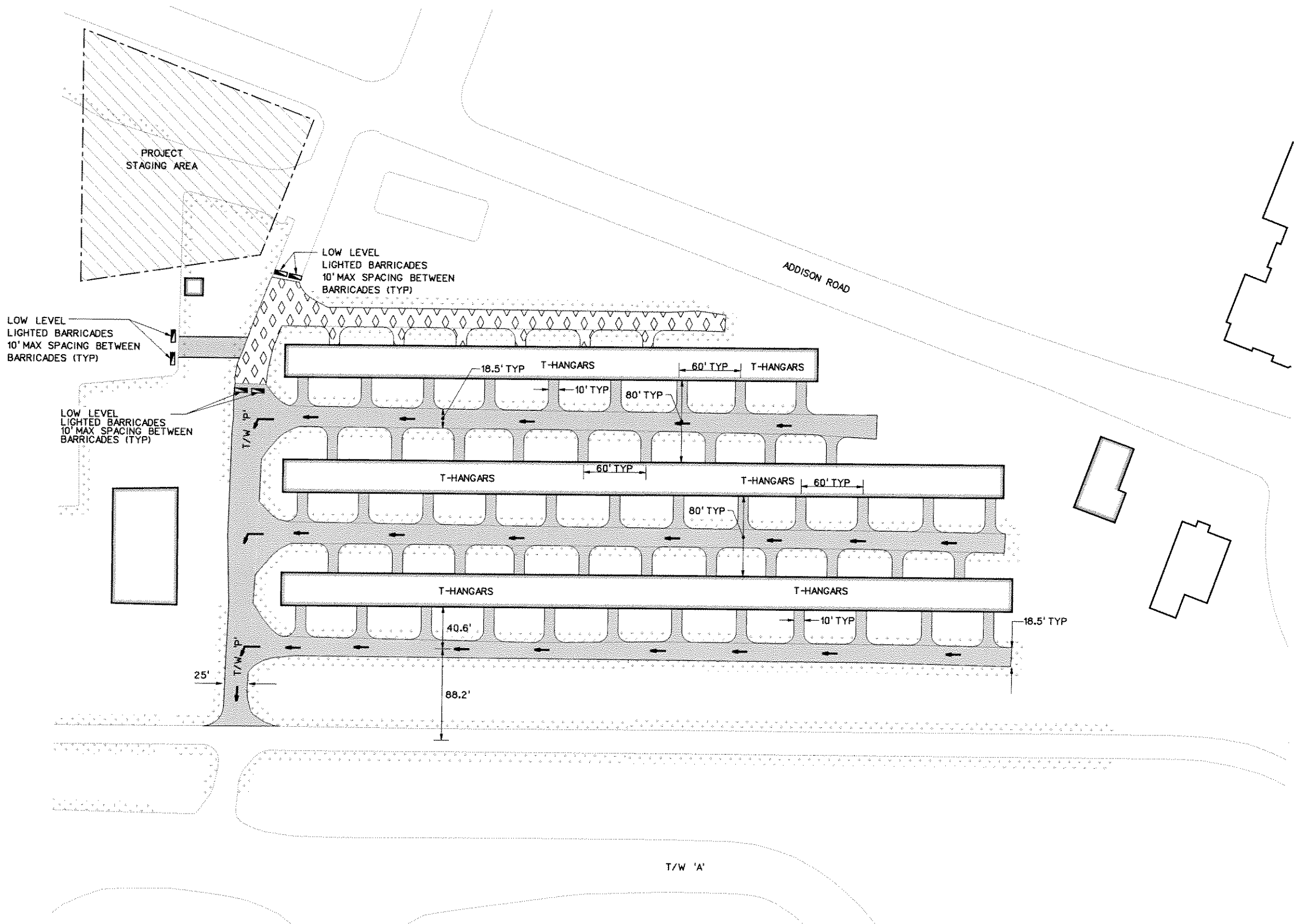


| | | |
|--|--|----------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 28 OF 37 |
| PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "p" |
| TOWN OF ADDISON, TEXAS | | 28 |



LEGEND

- PHASE 4
- ASPHALT CONSTRUCTED IN PREVIOUS PHASE
- LOW LEVEL LIGHTED BARRICADES
- AIRCRAFT TRAFFIC FLOW



- PHASING NOTES:**
1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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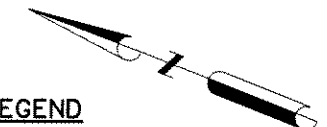
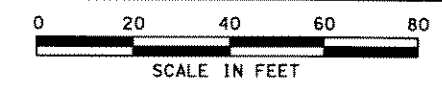
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RECORD DRAWING
Michael A. Stebbins
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

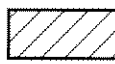

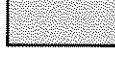
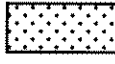

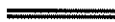


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| HNTB HNTB Corporation The HNTB Companies Engineers Architects Planners | | PROJECT NO. 41308 |
| DESIGN CHECK | DEC MAH | |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN, 2006 | |
| SCALE | | |



| | | |
|--|--|----------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 29 OF 37 |
| PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "P" |
| TOWN OF ADDISON, TEXAS | | 29 |

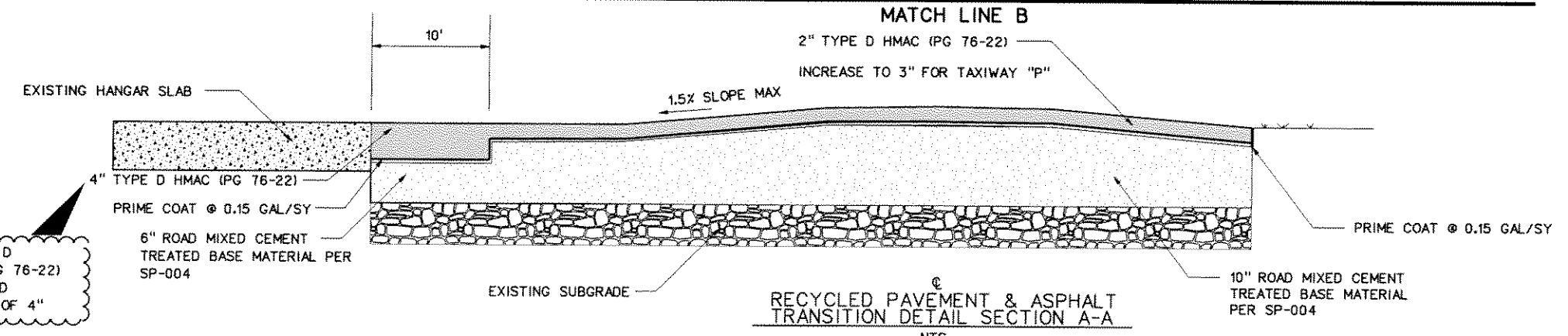
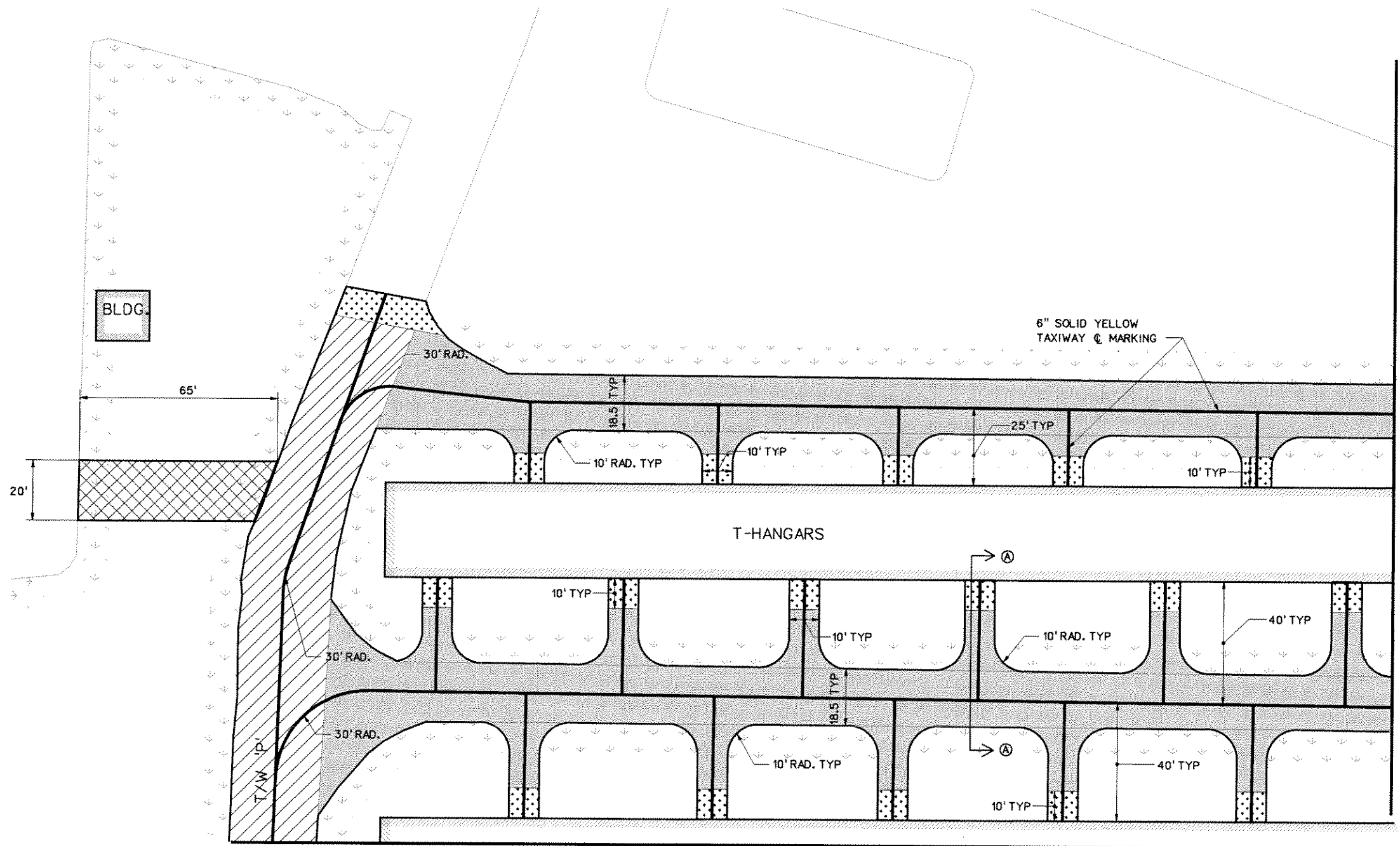


LEGEND

-  PROPOSED RECYCLED PAVEMENT WITH 3" TYPE "D" HMAC (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
-  4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
-  PROPOSED RECYCLED PAVEMENT WITH 2" TYPE "D" HMAC (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
-  ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
-  TAXIWAY CENTERLINE MARKING
-  CONTINUOUS TAXIWAY EDGE LINE MARKING
-  NON-MOVEMENT AREA
-  DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
7. DISPOSAL OF EXCESS MATERIAL DUE TO GRADING AND TRANSITIONS SHALL BE SUBSIDIARY TO 10" ROAD MIXED CEMENT TREATED BASE MATERIAL.
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
9. ALL EXISTING DRAIN PIPES UNDER HANGAR DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH 4-INCH SCHEDULE 80 PVC OR APPROVED EQUAL. THE FLOW LINE OF THE PIPES SHALL MATCH THE EXISTING FLOW LINE OF THE DRAINAGE SWALE. IN THE EVENT THAT THE FLOW LINE OF THE SWALE IS TOO SHALLOW TO ALLOW A MINIMUM OF TWO-INCHES OF HMAC OVER THE PIPE, THE PIPE MAY BE BURIED TO WHERE THE SPRING LINE OF THE PIPE MATCHES THE FLOW LINE OF THE SWALE. THIS ITEM SHALL BE SUBSIDIARY TO OTHER PAY ITEMS.



3" TYPE D HMAC (PG 76-22) WAS USED INSTEAD OF 4"

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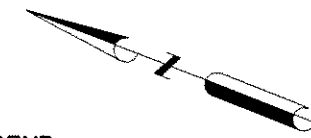
| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
|-----|--------|--|---------|-----|------|----------|---------|
| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael S. Whitham, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).


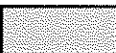
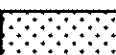




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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners | |
| DESIGN CHECK | DEC MAH | PROJECT NO. | 41308 |
| DRAWN CHECK | OCH DEC | | |
| DATE | JAN 2008 | | |
| SCALE | | | |



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|--|--|-------------|
| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 30 OF 37 |
| PAVING PLANS TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "P" |
| TOWN OF ADDISON, TEXAS | | 30 |

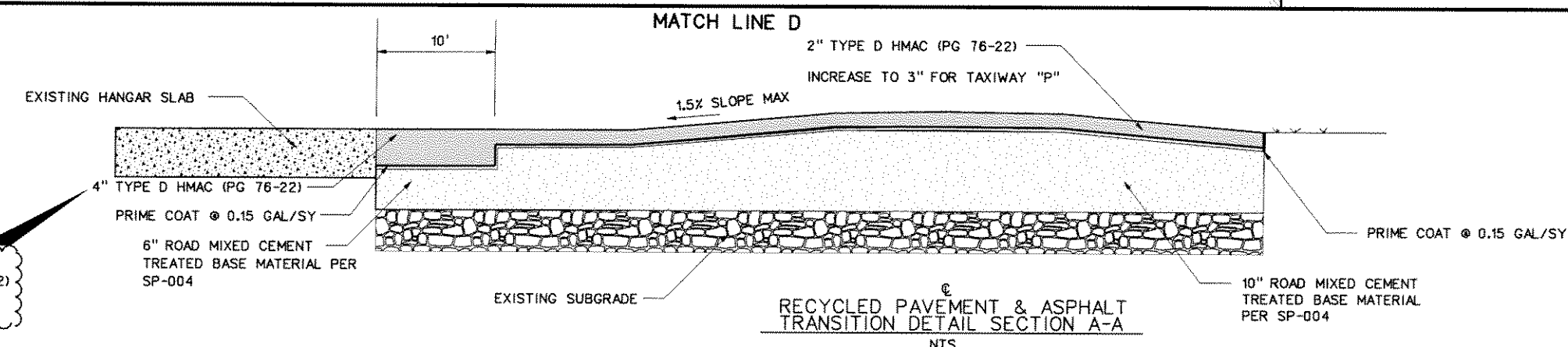
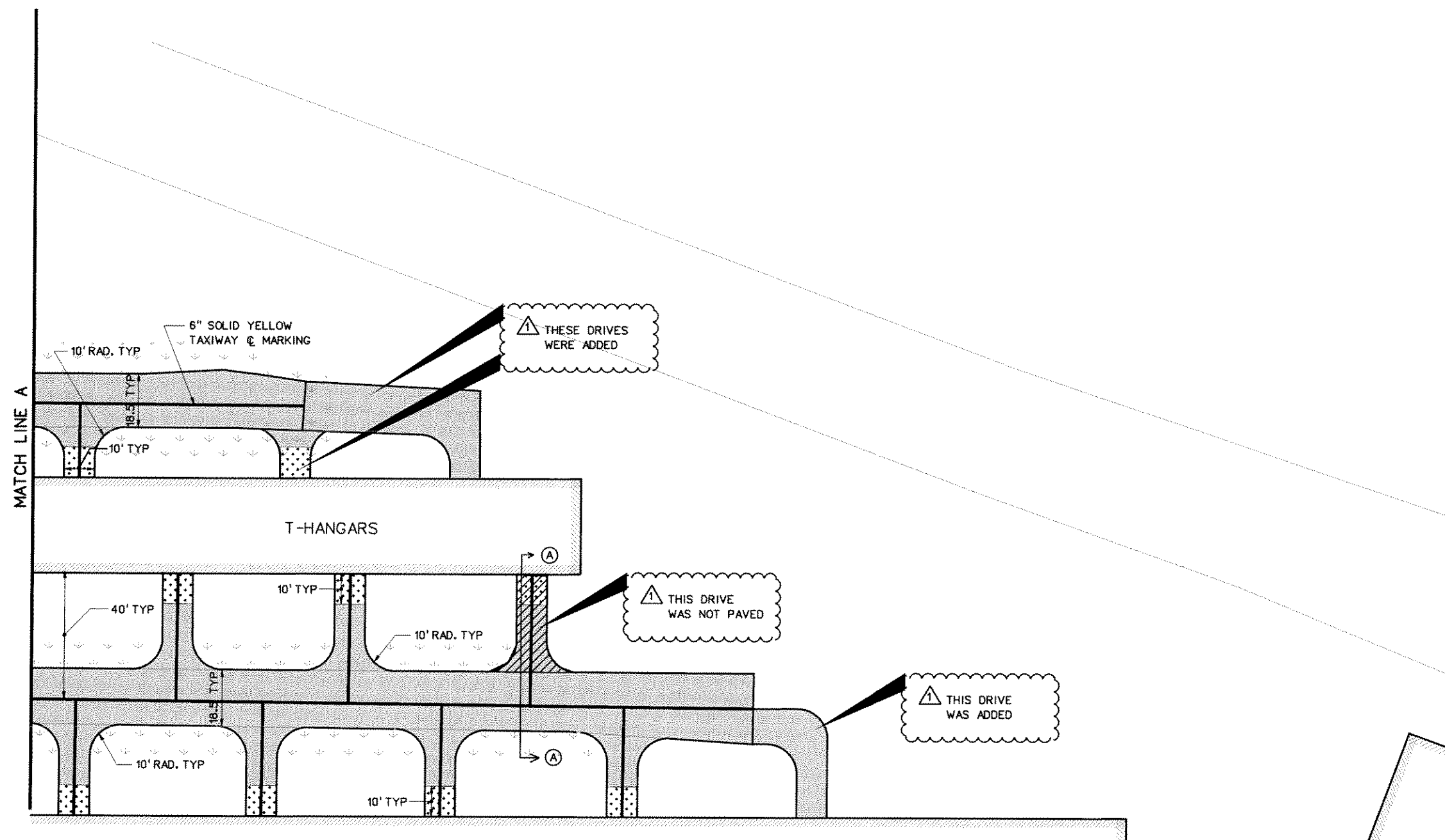


LEGEND

-  4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
-  PROPOSED RECYCLED PAVEMENT (SEE DETAIL THIS SHEET)
-  ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
-  TAXIWAY CENTERLINE MARKING
-  CONTINUOUS TAXIWAY EDGE LINE MARKING
-  NON-MOVEMENT AREA
-  DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
7. DISPOSAL OF EXCESS MATERIAL DUE TO GRADING AND TRANSITIONS SHALL BE SUBSIDIARY TO 10" ROAD MIXED CEMENT TREATED BASE MATERIAL
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
9. ALL EXISTING DRAIN PIPES UNDER HANGAR DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH 4-INCH SCHEDULE 80 PVC OR APPROVED EQUAL. THE FLOW LINE OF THE PIPES SHALL MATCH THE EXISTING FLOW LINE OF THE DRAINAGE SWALE. IN THE EVENT THAT THE FLOW LINE OF THE SWALE IS TOO SHALLOW TO ALLOW A MINIMUM OF TWO-INCHES OF HMAC OVER THE PIPE, THE PIPE MAY BE BURIED TO WHERE THE SPRING LINE OF THE PIPE MATCHES THE FLOW LINE OF THE SWALE. THIS ITEM SHALL BE SUBSIDIARY TO OTHER PAY ITEMS.



3" TYPE D HMAC (PG 76-22) WAS USED INSTEAD OF 4"

| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
|-----|--------|--|---------|-----|------|----------|---------|
| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael J. Hutchison, P.E.
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308

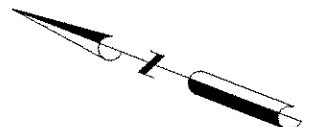
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| DESIGN CHECK | DEC MAH |
| DRAWN | CCH |
| CHECK | DEC |
| DATE | JAN. 2006 |
| SCALE | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 31 OF 37 |
| PAVING PLANS TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "p" |
| TOWN OF ADDISON, TEXAS | | 31 |

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MATCH LINE B

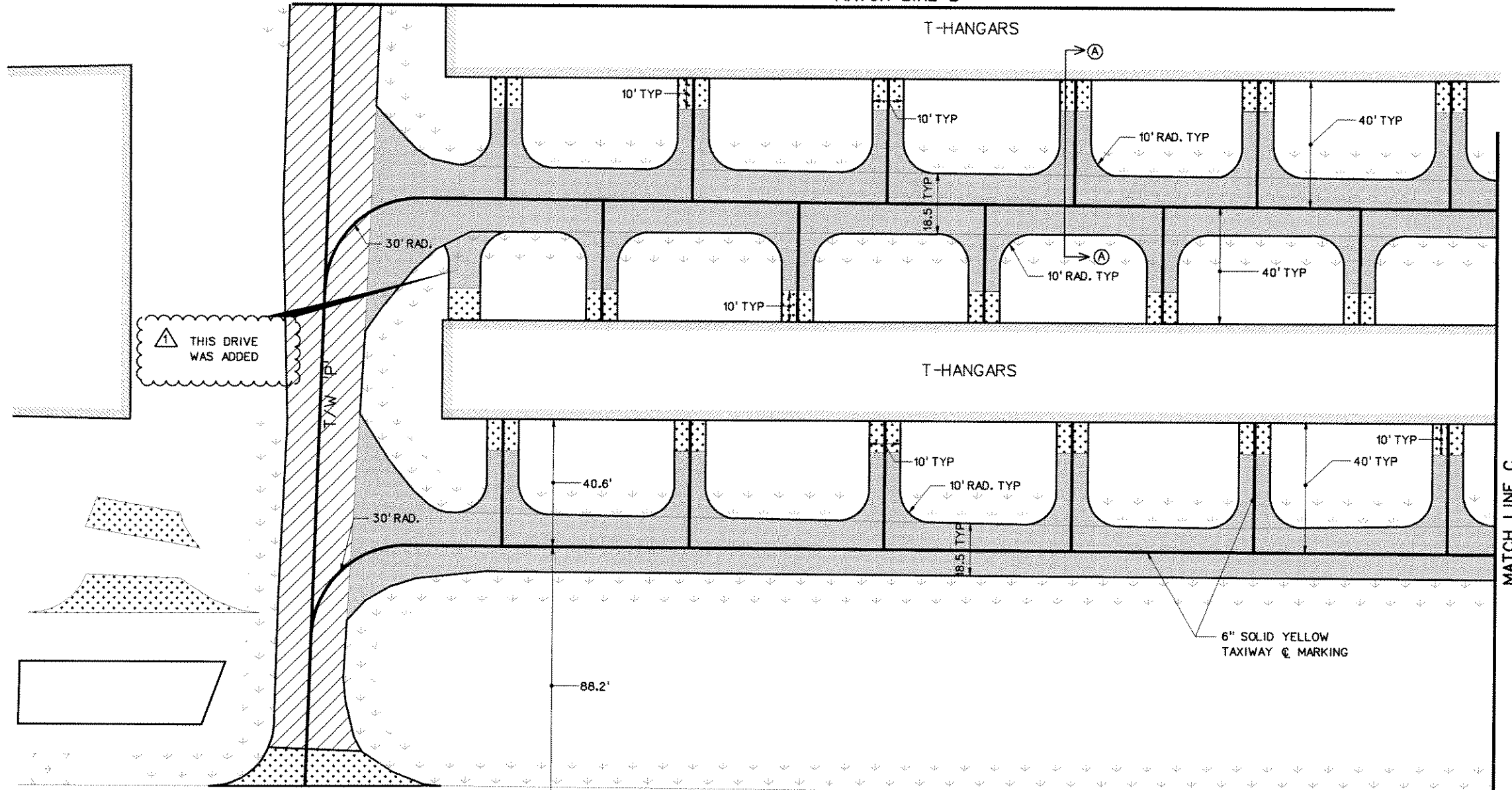


LEGEND

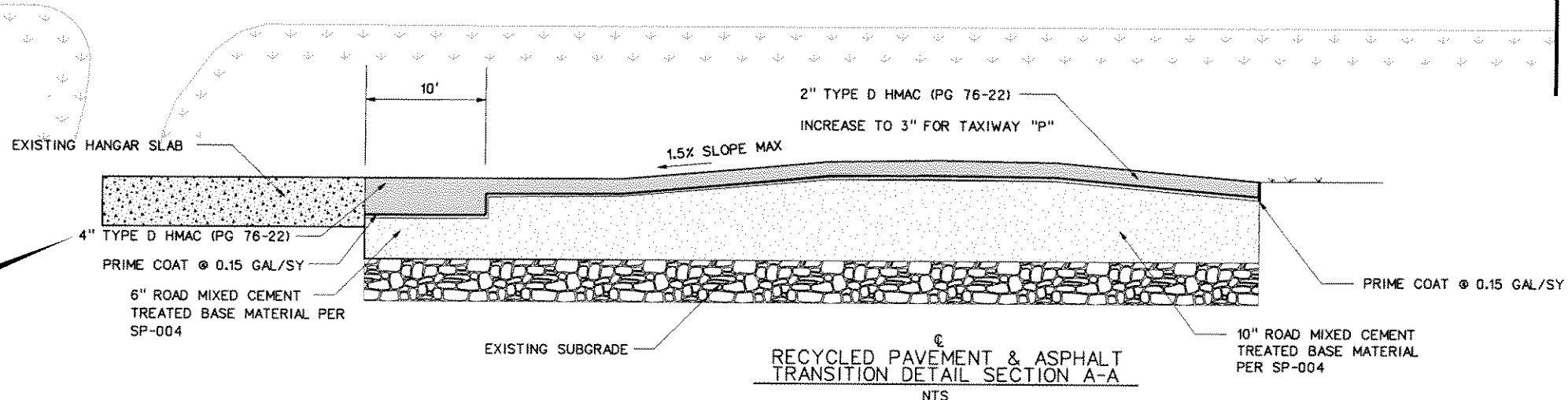
- PROPOSED RECYCLED PAVEMENT WITH 3" TYPE "D" HMAC (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
- 4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
- PROPOSED RECYCLED PAVEMENT (SEE DETAIL THIS SHEET)
- ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 36 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
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8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
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THIS DRIVE WAS ADDED



3" TYPE D HMAC (PG 76-22) WAS USED INSTEAD OF 4"

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| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
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| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
 Michael R. [Signature]
 DATE: 9/15/06
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

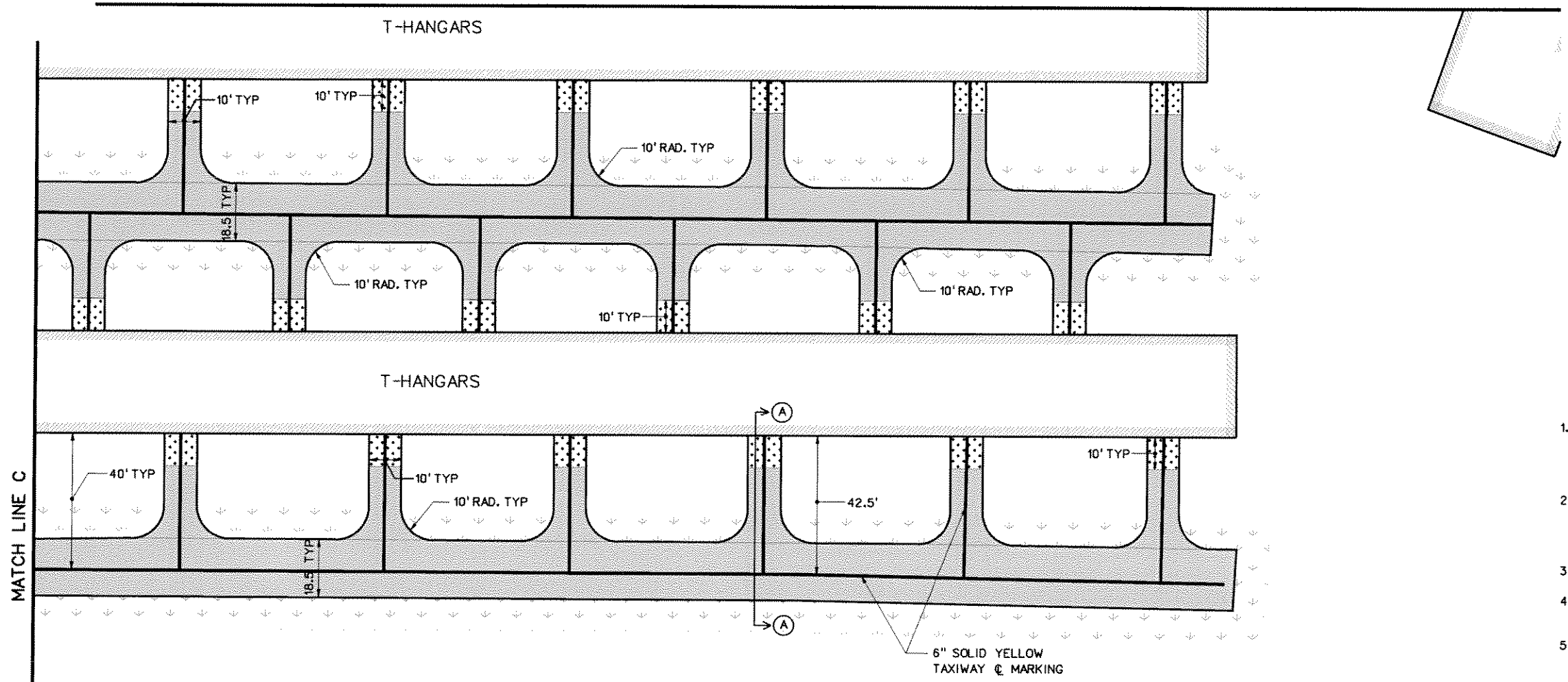
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 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK DEC MAH
 DRAWN CHECK CCH
 DATE JAN. 2006
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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 32 OF 37 |
| PAVING PLANS TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "p" |
| TOWN OF ADDISON, TEXAS | | 32 |



MATCH LINE D



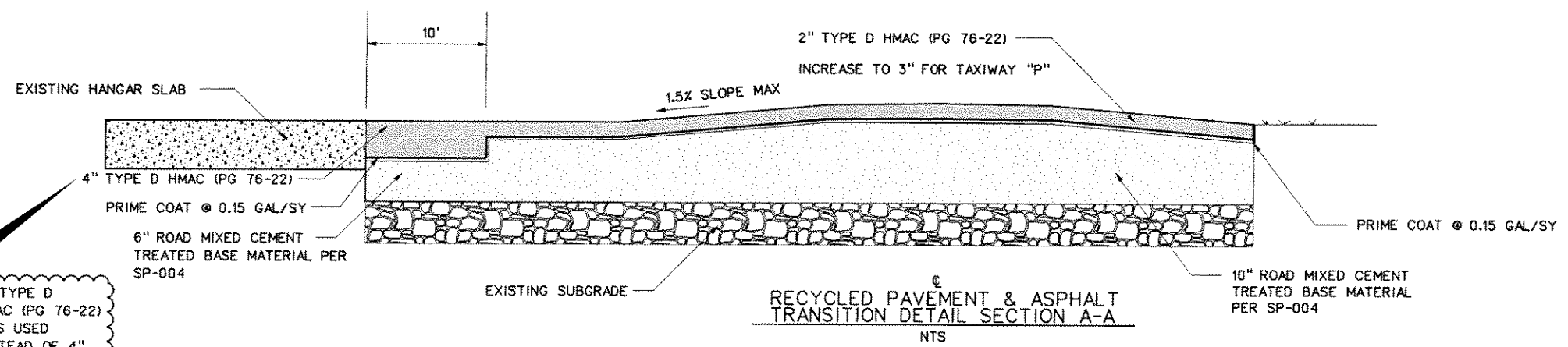
LEGEND

- 4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
- PROPOSED RECYCLED PAVEMENT (SEE DETAIL THIS SHEET)
- ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
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MATCH LINE C



3" TYPE D HMAC (PG 76-22) WAS USED INSTEAD OF 4"

RECYCLED PAVEMENT & ASPHALT TRANSITION DETAIL SECTION A-A
NTS

15-SEP-2006 11:47 G:\41308\Cad\Sheets\rbpp11.dgn

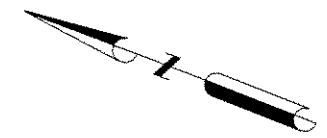
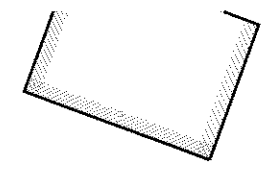
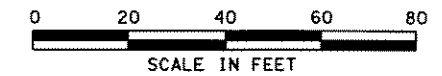
| NO. | DATE | REVISION | APPROV. | NO. | DATE | REVISION | APPROV. |
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| 1 | 9-5-06 | AS BUILT INFORMATION ADDED TO PLAN SET | MAH | | | | |

RECORD DRAWING
Michael A. Hetcher
 DATE: 09/15/2006
 THIS RECORD DRAWING REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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| HNTB | | HNTB Corporation The HNTB Companies Engineers Architects Planners |
| DESIGN CHECK | DEC MAN | PROJECT NO. 41308 |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
| SCALE | | |



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 33 OF 37 |
| PAVING PLANS TAXIWAY "P" / T HANGAR OVERLAY | | TAXIWAY "P" |
| TOWN OF ADDISON, TEXAS | | 33 |



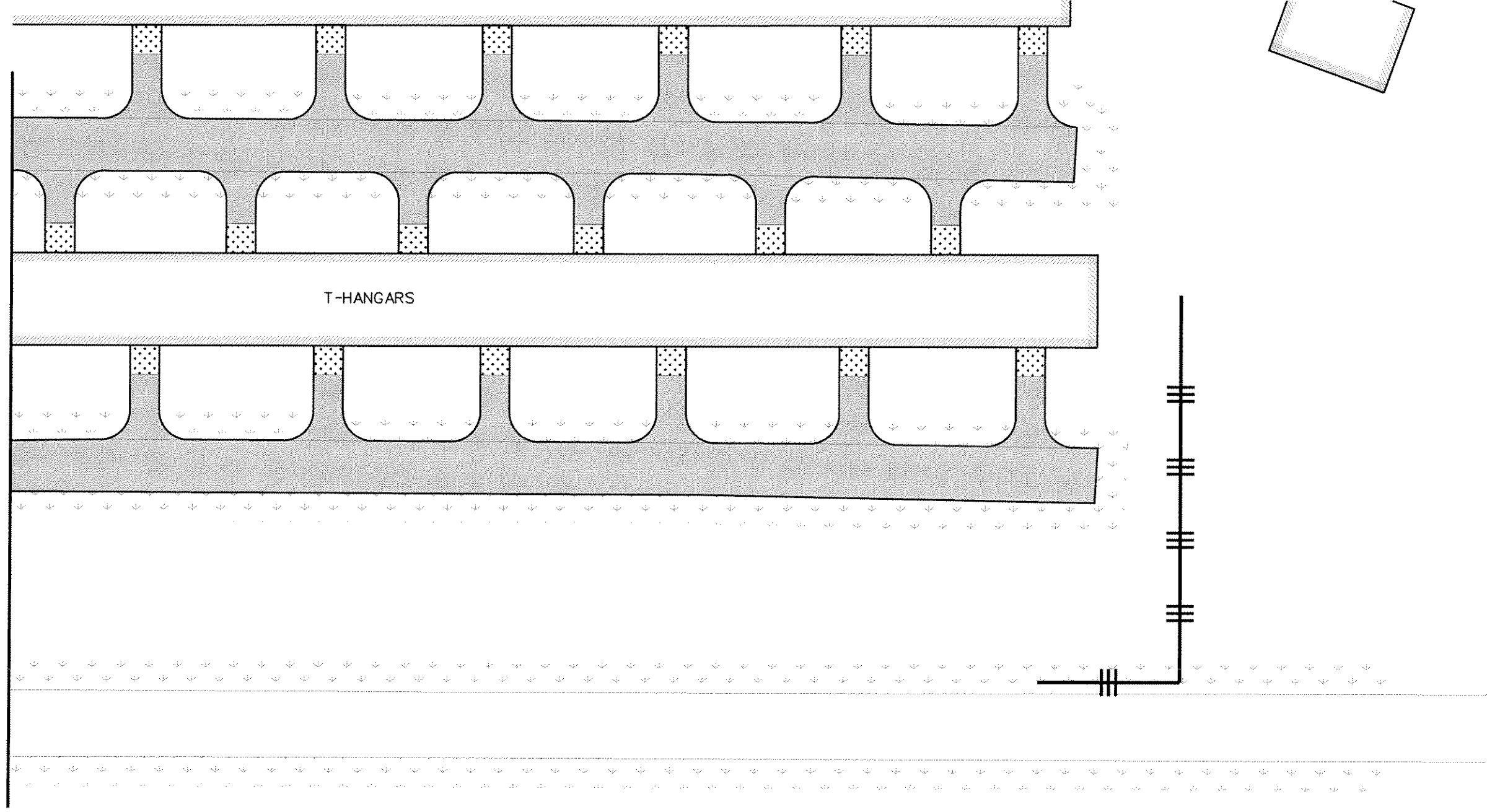
MATCH LINE D

MATCH LINE C

T-HANGARS

| LEGEND | |
|--------|------------------|
| | SILT FENCE |
| | INLET PROTECTION |
| | MULCH SOCK |

NOTE:
EXACT LOCATION OF SILT FENCE TO BE COORDINATED WITH OWNER'S REPRESENTATIVE



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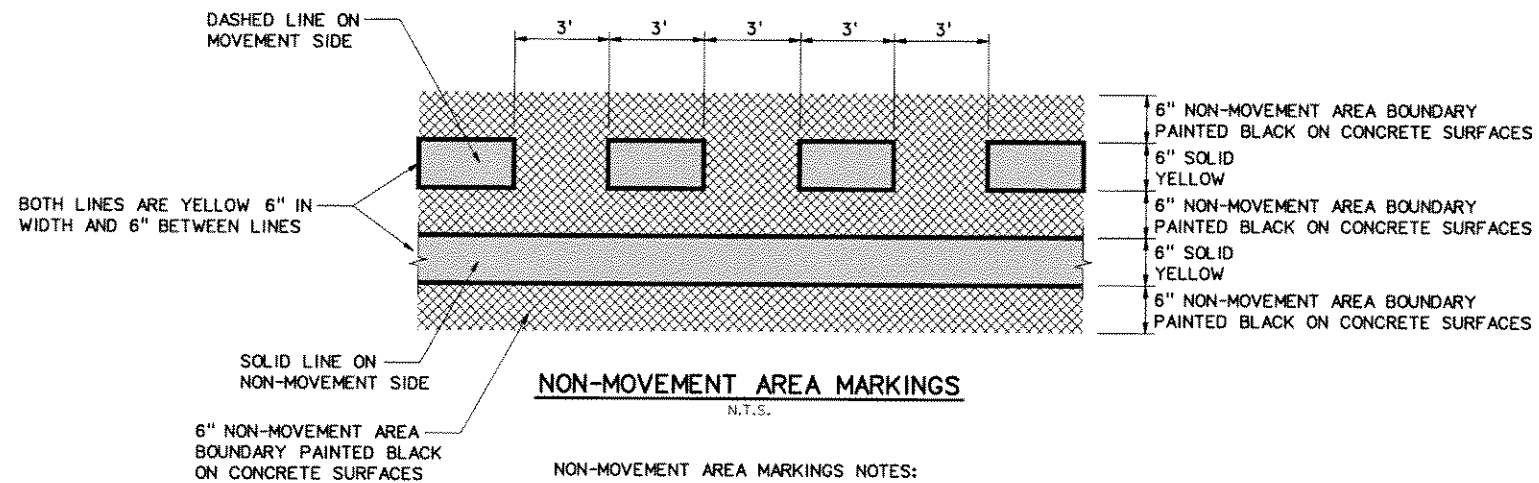
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RECORD DRAWING
Michael A. ...
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

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| HNTB HNTB Corporation The HNTB Companies Engineers Architects Planners | | PROJECT NO. 41308 |
| DESIGN CHECK | DEC MAH | |
| DRAWN CHECK | CCH DEC | |
| DATE | JAN. 2006 | |
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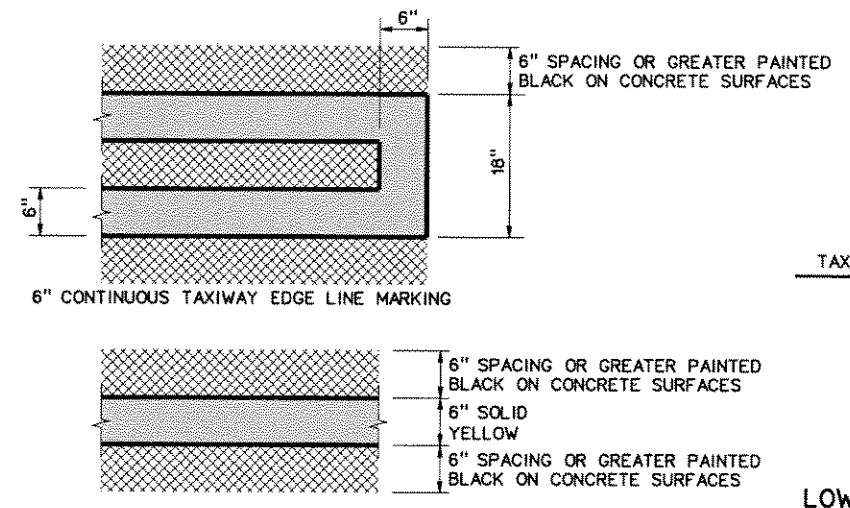


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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 34 OF 37 |
| STORM WATER POLLUTION PREVENTION PLAN TAXIWAY 'P' / T HANGAR OVERLAY | | TAXIWAY 'p' |
| TOWN OF ADDISON, TEXAS | | 34 |



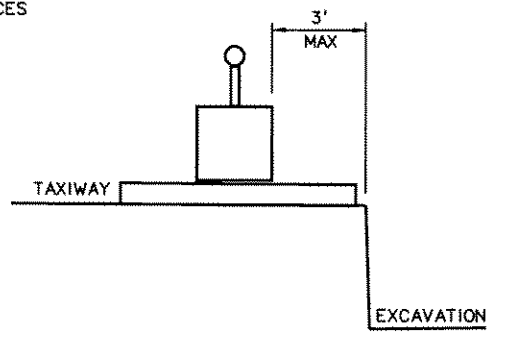
NON-MOVEMENT AREA MARKINGS
N.T.S.

NON-MOVEMENT AREA MARKINGS NOTES:
IN ORDER TO INCREASE THE VISIBILITY OF MARKINGS AT AIRPORTS THE CONTRAST OF A MARKING ON CONCRETE PAVEMENT SURFACES AND LIGHT COLORED PAVEMENTS CAN BE INCREASED BY OUTLINING ALL EDGES OF THE MARKING WITH A BLACK BORDER THAT IS 6 INCHES OR GREATER IN WIDTH.

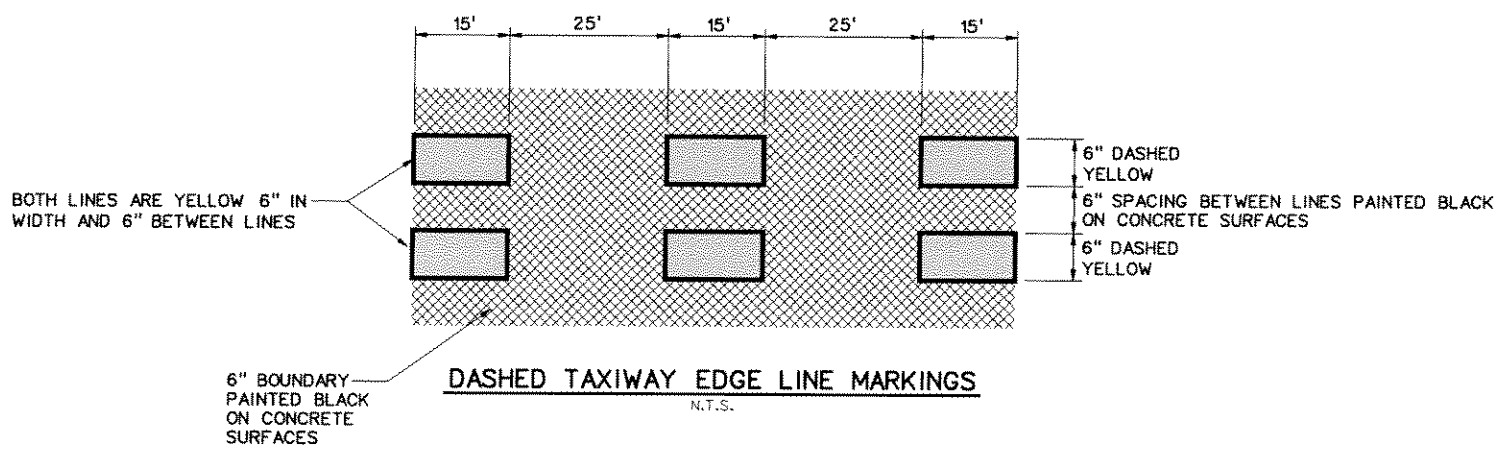


6" TAXIWAY CENTERLINE MARKING STRIPING
N.T.S.

STRIPING NOTES:
CENTERLINE STRIPING AND NON-MOVEMENT AREA MUST HAVE TYPE 3 REFLECTIVE MEDIA, ALL OTHER STRIPING MAY HAVE TYPE 1 OR TYPE 3 REFLECTIVE MEDIA.
REFER TO ITEM 666 OF TEXAS STANDARD SPECIFICATIONS (2004)

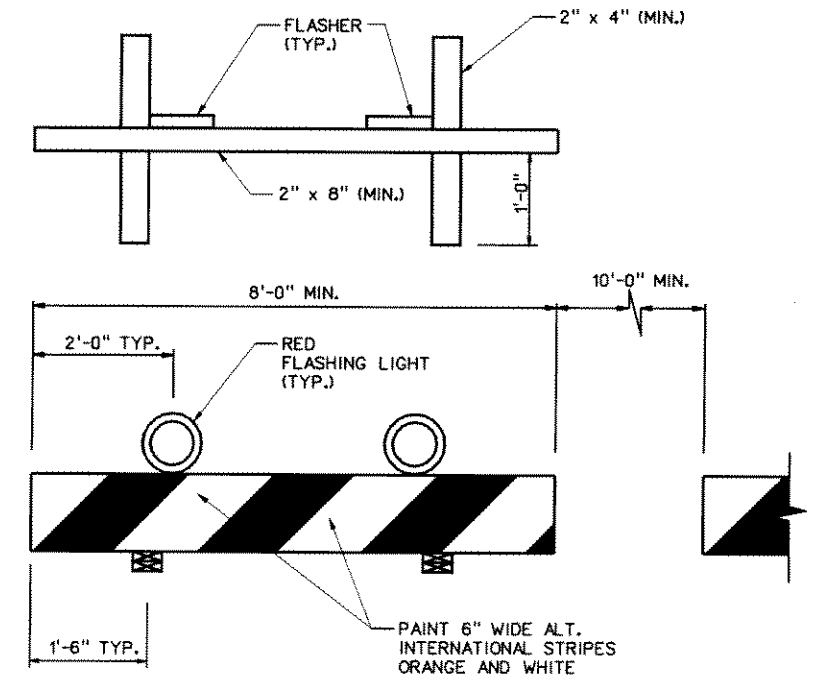


LOW LEVEL LIGHTED BARRICADE PLACEMENT
N.T.S.



DASHED TAXIWAY EDGE LINE MARKINGS
N.T.S.

DASHED TAXIWAY EDGE LINE MARKINGS NOTES:
SEE NON-MOVEMENT AREA MARKINGS NOTES ABOVE



LOW LEVEL LIGHTED BARRICADE
N.T.S.

- LOW LEVEL LIGHTED BARRICADE NOTES:**
1. PLACEMENT AND MAINTENANCE OF BARRICADES SHALL BE CONSIDERED SUBSIDIARY TO ITEM M-102 "MAINTENANCE OF TRAFFIC".
 2. SUFFICIENT SANDBAGS SHALL BE PLACED ON EACH SUPPORT BRACE TO KEEP BARRICADE IN PLACE AT ALL TIMES.
 3. CONTRACTOR SHALL DISPOSE OF SANDBAGS OFF-SITE UPON COMPLETION OF CONSTRUCTION.
 4. BARRICADES SHALL BE PLACED AT 10' INTERVALS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING BARRICADES UPON COMPLETION OF CONSTRUCTION OPERATIONS.
 6. THE CONTRACTOR SHALL PROVIDE CONTINUOUS MAINTENANCE FOR ALL TEMPORARY MARKING AND BARRICADES NECESSARY FOR THE PROGRESS OF THE WORK, AT NO ADDITIONAL COST TO THE OWNER.
 7. BARRICADES SHALL BE COVERED WITH REFLECTIVE SHEETING OR OTHER MATERIAL AS DIRECTED BY THE ENGINEER.
 8. BARRICADES SHALL CONFORM TO FAA AC 150/5370-2E

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RECORD DRAWING
Michael A. Stetson
 DATE: 09/15/2006
 THIS RECORD DRAWING HEREIN REFLECTS TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE APPROXIMATE LOCATION OF THE CONSTRUCTED WORK USING INFORMATION AS PROVIDED BY THE CONTRACTOR(S).

HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK: DEC MAH
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
 SCALE:



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 36 OF 37 |
| MISCELLANEOUS DETAILS | | |
| TOWN OF ADDISON, TEXAS | | 36 |

SITE DESCRIPTION

PROJECT LIMITS: ADDISON AIRPORT, ADDISON, TEXAS

LOCATION MAPS: LOCATION MAP - SEE COVER SHEET OF THE PROJECT PLANS

PROJECT DESCRIPTION:
PAVEMENT IMPROVEMENTS

MAJOR SOIL DISTURBING ACTIVITIES:
EXCAVATION

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

0% OF AREA DISTURBED HAS VEGETATIVE COVERING

TOTAL PROJECT AREA: 5.85 Acres

TOTAL AREA TO BE DISTURBED: 5.85 Acres

WEIGHTED RUNOFF COEFFICIENT
BEFORE CONSTRUCTION: .90
AFTER CONSTRUCTION: .90

NAME OF RECEIVING WATERS: N/A

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES

TEMPORARY: (Select T = Temporary as applicable)

- TEMPORARY SEEDING
- MULCHING (Hay or Straw)
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES
- FLEXIBLE CHANNEL LINER
- OTHER

PERMANENT: (Select P = Permanent as applicable)

- PLANTING
- SEEDING
- SODDING
- SOIL RETENTION BLANKET
- CHANNEL LINER
- OTHER (CURLEX TO 8' BEHIND CURB)

OTHER:

Disturbed areas on which construction activities have ceased, temporarily or permanently, shall be stabilized within 14 calendar days unless they are scheduled to and do resume within 21 calendar days.

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent as applicable)

- SILT FENCES
- HAY BALES
- ROCK FILTER DAMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES
- COMPOST MULCH SOCK

OTHER:

CURB & GUTTER, STORM SEWER INLETS, STORM SEWER, DEPRESSED AREAS, AND CULVERTS

NARRATIVE: Sequence of Construction for Storm Water Management Activities

THE STORM WATER MANAGEMENT ACTIVITIES BY PHASES ARE AS FOLLOWS:

1. INSTALL STRUCTURAL CONTROLS AND INLET PROTECTION AT EXISTING INLETS PRIOR TO DISTURBANCE OF EXISTING TOPSOIL.
2. INSTALL SILT FENCES AND DEPRESSED AREAS AS SHOWN ON PLANS.
3. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED AND APPROVED BY THE OWNER, REMOVE ALL TEMPORARY STRUCTURAL CONTROLS AND SOD ANY AREAS DISTURBED BY THEIR REMOVAL. ANY PERIMETER CONTROLS SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA UPSTREAM.

STORM WATER MANAGEMENT:

1. Storm water drainage will be provided by the ditches, inlets and storm water systems which will carry drainage within the R.O.W. to the lows within the roadway and project site which drains to the existing storm sewer.

OTHER PRACTICES & REQUIREMENTS

MAINTENANCE:

All erosion and sediment controls shall be maintained in good working order. If a repair is necessary, it shall be performed at the earliest date possible but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainageways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION:

An inspection will be performed by a owner approved inspector in accordance with the most recent NPDES requirements. An inspection and maintenance report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report. Town shall review all contractor inspections. Town Inspector to inspect erosion control devices as necessary.

WASTE MATERIALS:

All waste materials shall be collected in a metal dumpster having a secure cover. The dumpster shall meet all state and local city solid waste management regulations. All trash and debris from construction shall be deposited in the dumpster. The dumpster shall be emptied, as necessary or as required by local regulation, and hauled to a local approved land fill site. The burying of construction waste on the project site shall not be permitted.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

As a minimum, any products in the following categories are considered to be hazardous: paints, acids, solvents, asphalt products, chemical additives for soil stabilization and concrete curing compounds or additives. In the event of a spill which may be hazardous, the spill contractor coordinator shall be contacted immediately.

SANITARY WASTE:

All sanitary waste shall be collected from the portable units as necessary, or as required by local regulation, by a licensed sanitary waste management contractor.

OFFSITE VEHICLE TRACKING:

The contractor shall be responsible for augmenting these plans with other measures for any other temporary erosion control measures occasioned by the work, such as for haul roads and borrow pit access. All contingent erosion control practices shall be approved by the owner prior to installation or construction.

OTHER:

REMARKS:

1. Disposal areas, stockpiles and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed.
2. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.
3. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.
4. There are no historical sites or endangered species impacted by this project.

_____, P.E.
Signature of Registrant & Date

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| 1 | 8-12-05 | REVISE PAGE NUMBER | WSF | | | | |

RECORD DRAWING
 Michael J. Johnson, P.E.
 DATE: 09/15/2006
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HNTB
 HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners
 PROJECT NO. 41308
 DESIGN CHECK: DEC 04/05
 DRAWN CHECK: CCH DEC
 DATE: JAN. 2006
 SCALE:



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| TOWN OF ADDISON | | SHEET |
| ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS | | 37 OF 37 |
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| TOWN OF ADDISON, TEXAS | | 37 |